REGISTERED No. 1—1875.

The Bombay Gazette.

[With Supplement.

No. 8,149.—New Series. BOMBAY :—SATURDAY, MARCH 20, 1875.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow :—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 67
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Monthly	6	Monthly	7

These Up country Rates include Postage Rates.

Single Copy ... 4½ As.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—
First insertion ... Rs. 5 0
Second do. ... ,, 2 8
Third do. ... ,, 2 8
Fourth and succeeding insertions ... ,, 0 2½ As. line, but no Advertisement counted as less than eight lines

LONG ADVERTISEMENTS.

First insertion ... 8 As. per Line.
Second do. ... 4½ ,,
Third and succeeding ... 2½ ,,
In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows :—
Not exceeding three lines ... Re. 1 0
Each succeeding lines ... ,, 0-8 As.

Advertisement exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash.*

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

Domestic Occurrences : Each—Rupees 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette.*"

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, despatch Steamers as above with Mails, Passengers and Cargo, every week.

The Steam Ship "AGRA," 1,906 Tons, 180 H. P., Commander J. C. Sea r, will be despatched on SATURDAY, the 20th March 1875, at 4 p.m.

March 1875.		April 1875.	
Leaves BOMBAY	20	Leaves Negapatam	1
,, Carwar	22	,, Pondicherry	2
,, Mangalore	23	,, Madras	4
,, Cannanore	24	,, Musulipatam	5
,, Tellicherry	24	,, Coconada	6
,, Calicut	25	,, Vizagapatam	7
,, Beypore	25	,, Bimlipatam	7
,, Cochin	26	,, Gopalpore	8
,, Alleppy	26	,, False Point	9
,, Tuticorin	28	Arrives CALCUTTA	11
,, Colombo	29		

Cargo for Singapore and China can be booked by the Steamers on this line once or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

Also for Batavia, Sourabaya, Tjillatjap, Palembang, Pontianak, Atcheen, Padang and Moluccos Islands, to go forward by the Messageries Maritime and Netherlands India S. N. Companies.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every week to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN, KOWEIT, and MAHOMERAH.

The s.s. PUNJAUB, 1,079 Tons, 200 H. P., Commander J. C. Stevenson, will be despatched on FRIDAY, the 26th March, 1875, at 4 p.m.

March 1875.		April 1875.	
Leave BOMBAY	26	Leave BUSREH	14
,, Kurrachee	30	,, Fao	14
April.		,, Bushire	16
,, Muscat	2	,, Linga	21
,, Bunder Abbas	4	,, Bunder Abbas	23
,, Linga	6	,, Jask	24
,, Bushire	8	,, Gwader	26
,, Fao	10	,, Kurrachee	29
Arrive BUSREH	11	May. Arrive BOMBAY	3

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will, during the fair season despatch a Steamer to Kurrachee every FRIDAY, at 4 p.m., and an Extra Steamer on every MONDAY, at 2 p.m.

The s.s. KURRACHEE, 510 Tons, 120 H. P., Commander R. J. Scott, will be despatched on MONDAY, the 22nd March 1875, at 2 p.m., calling at Verawal, Pore Bunder, and Cutch Mandvie.

The s.s. PUNJAUB, 1,079 Tons, 200 H. P., Commander J. C. Stevenson, will be despatched on FRIDAY, the 26th March 1875, at 4 p.m.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO CARWAR & INTERMEDIATE PORTS.

EVERY WEDNESDAY AT 4 P.M.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited.) will despatch the s. s. BUSHEER, 792 Tons, 130 H P., Commander J. Smith, as above on WEDNESDAY, the 24th March 1875, at 4 p.m. She will call at

Hurnee. Dewghur.
Boria. Malwan.
Rutnagheree. Vingorla.
Jeytapore. Goa (Panjim) and
Viziadroog. Carwar.

For freight or passage apply to W. NICOL & Co., Agents.

STEAM TO GOA, CARWAR AND INTERMEDIATE PORTS.

Every Saturday, at 4 P.M.

THE well-known and fast sailing Steamer PEARL, C. Dorey, Commander, will leave for undermentioned ports on SATURDAY next, the 20th March at 4 p.m., from the Apollo Bunder :—

Hurnee. Vingorla.
Rutnagherry, Goa Panjim.
Jeytapore. Carwar.
Malwan.

For Freight or Passage apply to the Undersigned.

DADABHOY JAMSETJEE, Agent.

No. 14, Medows Street.

STEAM COMMUNICATION WITH ITALY, *VIA* SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA, on the 9th and 24th, and BOMBAY on the 1st and 15th *of each month.*

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class. (Including Wines.)	3rd Class. (Without food.)
To Aden	£22	£15	£4
Suez	36	22	8
Port Said	38	24	9
Messina	50	34	14
Naples	50	34	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles	52	35	14-10

Children under 3 years, free of charge. Children not above 10 years, half fare.

NEXT STEAMERS FROM BOMBAY:—

"ASSIRIA," to sail on WEDNESDAY, 24th March, 1875.
"PERSIA," to sail on THURSDAY, 1st April, 1875.
"SUMATRA," to sail about the middle of April 1875.
"ARABIA," to sail on SATURDAY, 1st May, 1875.
"BATAVIA," to sail on TUESDAY, 1st June 1875.

All Steamers of this Company have large First and Second-Class accommodation.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c., apply to C. GRONDONA, Agent Rubattino Steam Navigation Company, No. 9 Hummum Street.

Bombay, 1st January 1875.

LIVERPOOL VIA SUEZ CANAL.

To leave last week in March.

THE fine S. S. "HUTTON," 2,340 Tons, F. W. Hodges, Commander, belonging to Messrs. Joseph Heald & Co., has accommodation of a superior description in a Saloon built on deck for first-class Passengers only and is fitted with a Ladies' Saloon, Smoking Room, Bath Rooms, Ice House, and Punkahs, she carries a Surgeon and Stewardess.

FARE TO LIVERPOOL, Rs. 500,

exclusive of Wines and Spirits which can be had on board at moderate prices.

For Passage and further particulars apply to GRINDLAY, GROOM & Co.

Bombay 2nd February 1875.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE :

	Captain.	Tons.	H.P.	March.
TEHERAN	A. H. Johnson.	2589	400	22d—Suez, &c.
DECCAN	J. D. Gaby	3128	600	29th—Southampton.
				April.
KASHGAR	G. J. Babot	2609	450	5th—Suez, &c.
HYDASPES	D. Rennoldson	2984	450	12th—Southampton.
DELHI	G. Lee	2178	400	19th—Suez, &c.
PEKIN	W. Woolcott	3770	600	26th—Southampton.
				May.
AVOCA	J. H. Torbock	1481	250	3rd—Suez, &c.
MIRZAPORE	A. Parish.	3763	600	10th—Southampton.
BARODA	W. Fentiman.	1874	400	17th—Suez, &c.
KHIVA	C. G. Perrins.	2609	450	24th—Southampton.
GEELONG	C. Fraser	1584	250	31st—Suez, &c.

Passengers are booked to Malta, Gibraltar and Southampton by every Mail. The Southampton Steamers proceed to that port direct; but by the alternate steamers Passengers change vessels at Suez.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon, on the day of the Steamer's departure, before 10 a.m., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 p.m. precisely on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 19th March 1875.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 23rd March 1875, at 3 p.m., from Mazagon.

THE P. and O. Co.'s s. s. GWALIOR (2,725 tons and 450 H.P.) Capt. N. W. Haselwood, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Saturday, the 20th March 1875

GEORGE F. HENRY, Superintendent.

Bombay, 9th March 1875.

ANCHOR LINE OF STEAMERS.

	Gross Tonnage.	Nominal H.P.		Gross Tonnage.	Nominal H.P.
ARCADIA	7.9	96	EUROPA	2277	424
ALEXANDRIA	1630	424	INDIA	1290	5 0
ANGLIA	2253	400	ITALIA	2245	370
ASSYRIA	1623	424	MACEDONIA	2273	486
AUSTRALIA	2244	400	OLYMPIA	2031	424
BOLIVIA	4050	1120	SCANDINAVIA	1135	96
CALEDONIA	2135	1124	SCOTIA	1104	120
CALIFORNIA	3287	1047	SEDONIA	1235	203
CASTALIA	2201	424	SENACRIA	2407	424
COLUMBIA	1698	470	SYRIA	1039	96
DORIA	1039	96	UTOPIA	2731	678
ELYSIA	2733	678	VICTORIA	3242	1047
ETHIOPIA	4005	1120			

If sufficient inducement offers a fortnightly service of the above Line of steamers will be established between Bombay and Liverpool. Definite sailing dates will be fixed and strictly adhered to, the Caledonia, Macedonia and Italia are to be the pioneers and at present it is expected their sailing dates will be the 1st, 15th and 29th May, respectively, but of this at least 10 days previous notice will be given.

The following passage rates will be charged :—

For Adults to Liverpool 50 guineas ... or Rs. 550
,, Children under 10 and over three years half fare.
,, European Servants ... Rs. 300
,, Native Servants ... ,, 150
,, Adults to Aden ... ,, 200
,, ,, to Suez ... ,, 350
,, ,, to Malta ... ,, 450

For further particulars and passage, apply to W. & A. GRAHAM & Co., Agents.

Bombay, 18th March 1875.

CHEAP PASSAGES TO LIVERPOOL AND INTERMEDIATE PORTS.

THE fine fast Steamer ENMORE, 1,763 Tons Register, Captain Holman, will start positively on SUNDAY, full or not full. Has comfortable accommodation for a few Passengers.

Fares:—Liverpool, Rs. 400, Suez, Rs. 200, Malta, 250, without Wines.

Apply to McCULLOCH, BROWNE & Co., Agents.

WILSON LINE.

SPECIAL NOTICE.—INTENDING PASSENGERS are informed that the Screw Steamer "HINDOO" will leave positively on the 24th MARCH, full or not.

GRINDLAY, GROOM & Co., Passenger Agents.

Bombay, 27th February 1875.

WILSON LINE.

LIVERPOOL VIA SUEZ CANAL.

HINDOO ...... 3,257 Tons —— 24th March.
YEDDO ...... 1,808 ,, about 7th April.
RINALDO ...... 1,840 ,, ,, 20th ,,
NAVARINO ... 3,356 ,, ,, 30th ,,

THE above first-class Steamers will have despatch about the dates mentioned and will carry a Surgeon and Stewardess.

Their Cabin accommodation is amidships and is fitted with every convenience.

Special attention is called to the HINDOO and NAVARINO, which are new and magnificent vessels, built expressly for the Indian Trade.

For rates of passage and further particulars apply to GRINDLAY GROOM & Co., Passenger Agents.

W. NICOL & Co., Consignees.

Bombay, 27th February 1875.

LIVERPOOL VIA SUEZ CANAL.

TO LEAVE ABOUT 20th APRIL.

THE well-known and favorite Steamer "STRATHCLYDE," 1,951 tons, Captain C. W. Pearson, will be despatched from Bombay as above. She has very superior accommodation for first-class passengers, and generally makes the passage in thirty days. She is fitted with Ice House, Piano, Punkahs, and every other appliance necessary for a steamer in this climate. She carries a Surgeon and Stewardess.

RATES OF PASSAGE.

To Liverpool ... Rs. 500

Exclusive of Wines, &c., which can be procured on board at moderate prices.

For passage and further particulars apply to GRINDLAY, GROOM & Co.

Bombay, 19th January 1875.

NOTICE.—CONSIGNEES of GOODS per S. S. CLIVE, from LIVERPOOL and LONDON, are hereby informed of the arrival of the Vessel, and requested to TAKE DELIVERY AT ONCE of their respective Goods.

No claim of any kind will be paid after the departure of the steamer, unless the same be previously passed by the Captain.

EWART, LATHAM & Co., Agents.

Bombay, 15th March 1875.

NOTICE.—CONSIGNEES per S.S. YEDDO, are hereby informed of the arrival of the Vessel and requested to TAKE DELIVERY AT ONCE of their respective Goods. No claim of any kind will be paid after the departure of the Steamer unless it be previously passed by the Captain.

W. NICOL & Co., Agents.

Bombay, 16th March 1875.

PATENT WROUGHT NAILS.

J. J. CORDES & Co.,

The Patentees and Sole Manufacturers of the well-known Patent Wrought Nails, commonly known as "EWBANK'S NAILS," desire to make it known that they have adopted a "Star" or "Cross" as their Trade Mark, and that all Nails now made and sent out by them, except clasp, bear this mark upon their heads, and that within every Package sent from their Works is also placed a card bearing their name and address.

Any Nails, therefore, which are not distinguished as above must not be confounded with "EWBANK'S NAILS," the quality of which is so well appreciated as being far superior to that of any other make.

Dos Works :—NEWPORT, MONMOUTHSHIRE, ENGLAND.

NEW ADVERTISEMENTS.

THE ALEXANDRA NATIVE GIRLS' ENGLISH INSTITUTION.—The ANNUAL GENERAL MEETING of this Institution will be held on MONDAY, the 22nd instant, at 5 p.m., at the School-Rooms, when the presence of its Life-Governors, Members, and Subscribers is requested.

MANCHERJEE M. BHOWNAGGREE, Honorary Secretary.

CONSIGNEES of CARGO per S. S. ENNERDALE, are hereby informed of her arrival, and requested to take immediate DELIVERY of their respective GOODS as they come to hand.

No claim of any kind will be paid unl ss passed by Captain Thomas before the departure of the Steamer.

McCULLOCH, BROWNE & Co., Agents.

DOGS! DOGS! DOGS!

FOR SALE, on board the Steamer TIMOUR, SCOTCH TERRIERS, SKY TERRIERS, and BULL TERRIERS. Apply to Captain Brown, on board.

NOTICE TO CONTRACTORS.—TENDERS are hereby invited for certain WORKS to be done at VEHAR in connection with the WASTEWEIR.

Tenders must be sealed and sent in to the address of the Municipal Commissioner on or before the 31st instant.

Detail information can be obtained on application to the Undersigned.

By Order of the Municipal Commissioner,
RIENZI WALTON, C.E., Executive Municipal Engineer.

Executive Engineer's Office, 19th March 1875.

THE Undersigned having been appointed the REPRESENTATIVES of the FRANKFORTER VERSICHERUNGS GESELLSCHAFT "PROVIDENTIA" beg to give notice that the said FRANKFORT INSURANCE COMPANY, according to paras 65, 68 and paras 127, 140, of the "Conditions of Marine Insurance established upon the Basis of the German General Mercantile Law in 1867,"

Are not liable to make good to the Insured any claims on Ships or Goods arriving in a damaged state in Bombay or any neighbouring Port where there may be no representative of the Insurance Company unless (the undersigned) have been called on to ascertain the damage, to nominate a surveyor and to certify to the Survey Reports and Estimates.

BELL, BRANDENBURG & Co., Representatives of the Frankforter Providentia.

Nesbit Lane, Bombay, 19th March 1875.

NEW ADVERTISEMENTS.

BOMBAY SOCIETY, FOR PREVENTION OF CRUELTY TO ANIMALS.

PATRON: H. E. Sir P. E. Wodehouse, K.C.B.

COMMITTEE.

PRESIDENT: The Hon'ble Mr. Justice Bayley.

MEMBERS

Ardaseer Framjee Moos, Esq.	Khursetjee N. Cama, Esq.
Ballard, Col., J. A., R.E., C.B.	Lee-Warner W., Esq., C.S.
Cleveland Henry, Esq.	LeMesurier H. P., Esq.
Codrington A., Surgeon Major.	Maxwell H., Esq.
Cun roodeen Tyabjee, Esq.	Martin Wood W., Esq.
Fox C. E., Esq.	Morarjee Gokuldhas, Esq.
Geyer, Major	Munguldhas Nothoboy, Sir, Knight, C.S.I.
Gilbert W., Esq.	Nacoda Mahomed Ali Rogay, Hon'ble.
Jamsetjee Jejeebhoy, Sir, Bart, C.S.I.	Oxenham R. G., Esq.
Jacob H. P., Esq.	Vishwanath Narrain Mandlik, R.S. Hon'ble.
Jervoise I. P., Captain.	Wilson Revd. J., D.D.
James H. E. M., Esq., C.S.	
Kaikooshrao Nowrojee Kabrajee, Esq.	

The Hon'ble V. N. MANDLIK, W. LEE-WARNER, Esq. } Hon. Secys.

SUBSCRIPTIONS AND DONATIONS.

It is requested that Subscriptions or Donations may be paid to the Society through the undersigned Honorary Secretary, in order that a receipt may be furnished, and the sum credited to its proper head.

The following contributions are thankfully acknowledged.

Names.	Donations. Rs.	Subscriptions. Rs.
H. E. Sir P. E. Wodehouse, K. C. B.	50	20
E. R. Wodehouse, Esq	50	
Sir Jamsetjee Jejeebhoy for Trustees of the Bombay Pinjrapole	500	
Sir Jamsetjee Jejeebhoy for self and Sons	100	
The Hon'ble Justice Bayley		25
Colonel Ballard, C.B. R.E.		30
J. MacFarlane, Esq., C.S.	100	
The Hon'ble Justice Kemball		25
Dinshaw Manockjee Petit, Esq	100	
Sorabjee Nowrojee Wadia, Esq	100	
Sir Munguldas Nathobhoy, Kt. C.S.I.	100	20
Henry Cleveland, Esq	50	30
W. Lee-Warner, Esq., C.S.	50	20
Hormusjee Setna, Esq	51	
Pestonjee Hormusjee Cama, Esq	50	
Muncherjee Hormusjee Cama, Esq	50	
Nusserwanjee Maneckjee Petit Esq	50	
Muncherjee Bhomanjee Punthakee, Esq	50	
Nusserwanjee Bhomanjee Mody Esq., and Sons	50	
Eduljee Framjee & Co	50	
Ardasir Hormusjee Wadia, Esq	50	
Nusserwanjee Ruttonjee Tata, Esq	50	
Captain Jervoise	25	15
C. E. Fox, Esq	25	25
Colonel Bonar Deane		10
The Hon'ble F. S. Chapman		15
W. Pedder, Esq		15
Jamnadas Gigabhai, Esq	10	
Thakoor Nanjee Damjee	10	
Thakoor Gokul Ookerdass	10	
Narwajee Shamjee, Esq	10	
Surgeon Major O. Codrington	20	20
Surgeon R. C. Eaton	5	10
Lieut. A. F. Adams	10	
Dr. J. Gerson da Cunha	10	10
Major J. A. Gayer	30	
Mrs. Martin Wood	10	15
H. E. James, Esq., C.S.		15
H. J. C. Turner, Esq		25
Frederic L. Goldsmid, Esq		25
The Hon'ble Mr. Justice Pinhey		15
R. G. Oxenham, Esq		15
F. Souter Esq. C.S.I.		15
Ardasir Behramjee Patell, Esq		20
K. R. Mehter, Esq		10
Purshotumdhas Munguldhas Esq		10
Tribhovundass Munguldass, Esq		10
Thakoor Hurdas Prinjee	5	
Thakoor Dosha Moolji	5	
Thakoor Raghoo Waljee	5	
Josey Valji Nursi	5	
C. S. Close Esq		5
Thakoor Liladhur Kahunji	5	

There will be a general meeting of the members of the Society held on Thursday April 1st in the Town Hall at 5-30 p.m.

W. LEE-WARNER, Hon. Sec.

19th March, 1875.

MATHERAN.

THE only few remaining BUNGALOWS TO LET at Matheran :—

	Nos.	Rent
Cama Cottage	25	500
Ewart Lodge	29	500
Keep Sake	32	300
Wood Land	34	500
Maria Cottage	35	500
Maldonga House	44	500
Springwood	46	500
Hill House	47	400
Wilderness	54	500
Capera House	55	500
Upna Cottage	69	200
Florence Lodge	[illegible]	350
Munguldass' small Bungalow	[illegible]	300
The Dell	[illegible]	250

[illegible] and List of Furniture apply to P. BYRAMJEE, House Agent.

28, Meadows Street.

TO BE LET, for two months only, a furnished BUNGALOW, at Upper Colaba. Rent Rs. 150. For particulars apply to P. BYRAMJEE, House Agent.

28, Meadows Street.

FIVE other BUNGALOWS in Middle Colaba. Rent Rs. 225, 200, 100, 200, 150. For further particulars apply to P. BYRAMJEE, House Agent.

28, Meadows Street.

A FURNISHED BUNGALOW on Malabar Hill, for [illegible] months certain, from 1st May next. Situation good. Rent [illegible]. Apply to P. BYRAMJEE, House Agent.

28, Meadows Street.

ANOTHER Upper-storied furnished BUNGALOW on the top of Malabar Hill, four Bed-rooms from 20th April, for seven months certain. Rent Rs 225 Apply to P. BYRAMJEE, House Agent.

28, Meadows Street.

A FURNISHED BUNGALOW in Marine Lines, for five months certain, from 1st June next. Rent Rs. 200. Apply to P. BYRAMJEE, House Agent.

28, Meadows Street.

MALABAR HILL.

(To be Let from 1st April next.)

THE BUNGALOW No. 103, on Malabar Hill, now in the occupation of C. A. Winter, Esq. Rent Rs. 175. For further particulars, apply to P. BYRAMJEE, House Agent.

28, Meadows Street.

THE Upper-storied BUNGALOW No. 19, on the top of Malabar Hill, now in the occupation of G. A. Pilastri, Esq. Rent only Rs. 100. Apply to P. BYRAMJEE, House Agent.

28 Meadows Street.

THE BUNGALOW No. 83, on Malabar Hill, just vacated by M. Mowat, Esq. Rent Rs. 100. For further particulars, apply to P. BYRAMJEE, House Agent.

28 Meadows Street.

THE BUNGALOW No. 97, now in the occupation of Captain Grierson. Rent Rs. 100, Apply to P. BYRAMJEE, House Agent.

28 Meadows Street.

THE BUNGALOW No. 157, lately vacated by the Hon. F. S. Chapman, and formerly occupied by the late Mr. Ferguson. It is one of the best Bungalows on Mount Pleasant. Rent Rs. 300. For further particulars, apply to P. BYRAMJEE, House Agent.

28, Meadows Street

THE BUNGALOW No. 88, lately occupied by the late Mr. Peile. Rent Rs. 200. Apply to P. BYRAMJEE, House Agent.

28, Meadows Street.

THE BUNGALOW No. 72, formerly occupied by C. J. Mayhew, Esq. Rent Rs. 250. Apply to P. BYRAMJEE, House Agent.

28, Meadows Street.

THE BUNGALOW No. 73, now in the occupation of Messrs. O. Feidler and others. Rent Rs. 150. Apply to P. BYRAMJEE, House Agent.

28, Meadows Street.

TO BE LET, (from 15th May next), the BUNGALOW No. 10, at Chowpatty, now in the occupation of N. Randle, Esq. Rent Rs. 85. For further particulars, apply to P. BYRAMJEE, House Agent.

28, Meadow Street.

THE BUNGALOW No. 7, at Chowpatty, lately under the occupation of Henry Bedford, Esquire. Rent Rs. 100. For further particulars, apply to P. BYRAMJEE, House Agent.

28, Meadows Street.

SPECIAL SHORT ADVERTISEMENTS.

FOR SALE, Tonga and Harness complete in good condition, price Rs. 250. Open to offers. Address A. S., Office of the *Bombay Gazette.*

TO LET, at Middle Colaba, the upper storied HOUSE, No. 144, just vacated by G. W. Moultrie, Esquire, for particulars, apply at 145, Middle Colaba.

MACFARLANE'S CASTINGS.

ARCHITECTURAL, SANITARY, AND ARTISTIC.

GLASGOW. 46, Washington Street. | LONDON. 84, Upper Thames Street.

New Works.—Possilpark, Glasgow.

See Fifth Edition of Catalogue, containing 3,500 new designs in

Rain Water Goods.	Verandahs.	Columns & Lamps.
Railing and Gates.	Conservatories.	School Fittings.
Tomb Railing.	Covered Ways.	Washhand Basins.
Terminals.	Balconies.	Closets and Urinals.
Cresting.	Fountains.	Baths and Troughs.

ORNAMENTAL CASTINGS OF EVERY DESCRIPTION.

Orders must be accompanied by a Remittance or Reference to Firm in England.

NOTICES.

LAHORE GREAT ENGLISH DERBY SWEEP.

TICKETS—10 RUPEES.

The Winner to take half :—
2nd Horse ... 5-16
3rd ,, ... 3-16

To close the day before the Race.

The result of Drawing will be published in the Indian Newspapers, Application and Remittance to be made to the Honorary Secretary, Lahore.

A WIDOW LADY, the daughter of a Retired Officer of the Bombay Army, who has had much experience in the care of CHILDREN desires to receive a FEW to EDUCATE with her OWN. Every home care and comfort. Reference kindly permitted to M. H. STARLING Esq., Bombay, whose Children are now with her, and others. Address Mrs DUNN, Osborn Villa, Bushey, Herts.

BOMBAY FIRE INSURANCE COMPANY (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition return insurers 5 per cent. of the Premiums on Yearly Policies, and 2½ per cent. of the Premiums on Policies for shorter periods.

FORBES & Co., Secretaries and Managers.

THE CITY OF GLASGOW LIFE ASSURANCE COMPANY.

Established 1838.

INCORPORATED BY ACT OF PARLIAMENT.

Capital Rs. 6,000,000; Revenue Rs. 1,700,000.
Existing Assurances over Rs. 44,925,620.
Invested Funds, exclusive of the Value of sums Reassured Rs. 6,500,000.

The Undersigned are empowered to grant Assurances on First class Lives. Rates and other particulars may be obtained upon application to

Calcutta—GRINDLAY & Co.
Bombay—GRINDLAY, GROOM & Co.
Agents City of Glasgow Life Assurance Company.

THE COLABA COMPANY, Limited (In Liquidation).—NOTICE is hereby given, that a GENERAL MEETING of the above Company will be held, in accordance with the provisions contained in Section 155 of the Indian Companies' Act 1866, at the Registered Office of the Company, on WEDNESDAY, the 24th instant, at 3h. 30m. o'clock p.m., when an account shewing the Acts and Dealings of the Liquidators, and the manner in which the Liquidation has been conducted, will be submitted to the Meeting.

E. M. FOGO, J. GUSTADJEE, Liquidators.

Bombay, 13th March 1875.

THE NEW COLABA COMPANY (Limited) —NOTICE is hereby given, that the FIRST ORDINARY GENERAL MEETING of the above Company will be held at the Registered Office of the Company on WEDNESDAY the 24th instant, at 3h. 45 m., o'clock p.m., to transact the following business :—

1. To receive the Report of the Directors and Statement of Accounts made up to the 31st December 1874.
2. To Elect Directors in the place of the present Directors, who retire from Office under the provisions of the Articles of Association, and, if approved of, to add to their number.
3. To appoint Auditors for the ensuing year and to fix their remuneration.

The Transfer Books of the Company will be closed from the 7th to the 24th instant, both days inclusive.

By Order of the Board, REMINGTON & Co., Secretaries & Treasurers.

Bombay, 13th March 1875.

AUSTRALIAN HORSES.

JUST ARRIVED.

AT THE BYCULLA COMMISSION STABLE.

A BATCH of First-class HORSES, the majority of which are broken and being in firm condition are fit for immediate use. Officers and Gentlemen in want of Horses should lose no time in making their selections, as Mr. Hunter's intentions are to price the Horses moderately to ensure a speedy sale. Mr. Hunter being desirous to return as early as possible. This is positively the last batch of this season.

ALLI ABDOOLLA.

23rd February 1875.

GREAT INDIAN PENINSULA RAILWAY COMPANY.

TEAKWOOD KEYS.

TENDERS are invited for the SUPPLY of three lakhs of PERMANENT WAY CHAIR KEYS, eight inches long cut from best well seasoned Moulmein Teak Timber free from Sap, Shakes &c.

To be made by Machine exact to standard size and finished clean accurately to gauge or Template which may be seen at the office of the undersigned and subject to the approval of the Company's Engineer.

One lakh to be delivered [illegible] two months of date of acceptance of Tender and [illegible] during the subsequent month.

Sealed Tenders endorsed, Tender for keys, and which must specify the rate per thousand delivered at the Company's Stores Depôt Byculla, will be received by the Acting Agent at the Company's Offices Elphinstone Circle Bombay up to noon on Wednesday the 24th instant after which hour no Tender will be received.

Persons whose Tender shall be accepted will be required to enter into a contract, and for the due fulfilment of the same to find security amounting to 10 per cent upon the estimated total amount.

The Acting Agent does not bind himself to accept the lowest or any Tender.

ALFRED KING, Storekeeper.

Storekeeper's Office Byculla, 1st March 1875.

GREAT INDIAN PENINSULA RAILWAY COMPANY.

TALLOW.

TENDERS are invited for the SUPPLY of such quantities of pure, clean, TALLOW as the Company may require for one year commencing 1st May next (estimated at 60 tons.)

Sealed Tenders endorsed "Tender for Tallow" and which must specify the rate per cwt. delivered at the Stores Depot, Byculla, will be received by the Agent at the Company's Offices Elphinstone Circle, up to noon on Wednesday the 7th April next, after which hour no Tender will be received.

A small sample must accompany each Tender.

No notice will be taken of any Tender unless accompanied by a deposit of Rs. 1,0 0 in Cash or Government Paper as a guarantee of the good faith of the Tenderer.

The person whose Tender shall be accepted will be required to enter into a Contract and, for the due fulfilment of the same, to find Security in Cash or Government Paper amounting to 10 per cent. on the estimated total value of the Tallow to be supplied.

The Agent does not bind himself to accept the lowest or any Tender.

ALFRED KING, Storekeeper.

Storekeeper's Office, Byculla, 12th March 1875.

FIRST CLASS HORSES AND PIANO.

"OTHELLO," 6 year old, Waler 16-2½, black, very handsome, powerful, &c., well bred, steady in harness, good mouth and action, fast trotter, sound, grand Brougham Horse. Rs. 1,650.

"SNOWSTORM," 6 year old, Waler, 16-1½, dapple grey, black tail, and points very handsome, well bred, good tempered, steady, good mouth and action sound.

"LUCIFER," 6 year old, Waler, 16-1½ very dark chestnut, very good match to the above in length, and general carriage, same quality, but rather more powerful, good tempered, steady, good mouth and action, sound, a magnificent pair of Horses. Rs. 2,500.

All three horses have been 15 months in India.

A Semigrand Solid Mahogany Piano by Collard, brought out 18 months ago at a cost of Rs. 1,550. Price Rs. 1,100.

The above is the property of J. Hunter Blair, Esquire, C. S., whose family is proceeding to England.

For further particulars, apply to TAYLOR & Co., Mount Road, Madras.

THE UMBALLA GREAT ENGLISH DERBY SWEEPS, 1875.

No. 1 Sweep. Tickets Rs. 100 (One Hundred) each.
No. 2 Sweep. Tickets Rs. 10 (Ten) each.

WILL CLOSE AND BE DRAWN On 21st MAY.

Applications and remittances to be made to the HONORARY SECRETARY, Umballa St. Leger Sweeps, Umballa.

N. B. Please write Legibly.

Full particulars every Tuesday.

PROSPECTUS OF THE GRAND DRAWING OF PRIZES, ON THE ART UNION PRINCIPLE.

UNDER THE SUPERVISION OF THE EXECUTIVE COUNCIL OF THE AMALGAMATED SOCIETY OF RAILWAY SERVANTS IN INDIA.

25,000 TICKETS AT Rs. 2 EACH.

Rs. 25,000 to be given away in Prizes, and the balance to be invested in Guaranteed Railway Shares, for the benefit of those Railway employés who belong to the Amalgamated Society of Railway Servants in India.

101 PRIZES.

1 Prize of Rs. 8,000	4 Prizes of Rs. 100
1 ,, ,, 3,000	6 ,, ,, 75
1 ,, ,, 1,000	10 ,, ,, 50
7 ,, ,, 500	11 ,, ,, 40
4 ,, ,, 250	11 ,, ,, 30
4 ,, ,, 200	14 ,, ,, 20
4 ,, ,, 150	20 ,, ,, 10

Due notice will be given of the Drawing, which will take place at Allahabad, as soon as all the tickets are disposed of. Tickets can be obtained from any of the members of the Executive Council, G. Gahagan & Co., Commission Agents, Apollo House, Apollo Street, Bombay, or the General Secretary.

F. T. ATKINS, 15, South Road, Allahabad.

N. B.—Applicants are requested to write their address plainly so as to prevent mistakes.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly All Travellers arriving in India now land at Bombay, and proceed by the G. I. P. or B. B. and C. I. Railways to their destinations, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the P[illegible]c.

Placards, according [illegible] taste of Advertisers, may be printed at the "Bombay Gazette" Press

NEW HATS AND HELMETS.

ASQUITH AND COMPANY.

Invite attention to their "Superior Stock of Felt Hats,"
BY LINCOLN BENNETT, ELLWOOD, AND OTHER FIRST CLASS MANUFACTURERS,
Light, well finished, and will keep good Colour.

		Cash. Rs. a.	Credit. Rs. a.
High Flat Crown Brown and Black	Stiff	8 0	9 0
Medium High Flat Crowns. Black	Stiff	7 8	8 8
Medium, Round Crowns Black, Brown, Drab	Stiff	7 8	8 8
High Flat Crowns, Black, Brown, Drab very comfortable	Half Stiff	7 8	8 0
Round Crowns, Medium Height, Black Spring Brim	Half Stiff	7 8	8 8
Soft Felt "Tyroll," for Travellers. Extra quality		8 0	9 0
Tweed Hats, Lined Silk, for Travellers		5 0	6 0
Cashmere Caps		2 8	3 0
Tweed Caps		3 8	4 0
Travelling Caps (Ear Flaps)		4 8	5 0

	Cash. Rs. a.	Credit. Rs. a.
Dress Hats, specially made for A. and Co.; a very superior article	12 8	14 0
Tall Drab, very light	9 0	10 8
Lincoln Bennett and Co.'s Dress Hats	14 0	16 0
Lincoln Bennett and Co.'s Drab Hats	11 8	13 0
Deer Stalkers, for Early Morning wear, ventilated	11 8	13 0
Wide Brim Hunting Hats, Drab Felt, suitable for the Hills or Morning wear	8 8	9 8
A Special Shape for Ladies, Drab Felt, with easy fitting Silk Band	9 8	11 0
Pith Helmets, all shapes	5 0	5 12
Drab Felt Helmets, Double with Patent Inner Band	18 0	20 0

"A NEW INTRODUCTION."

	Cash. Rs. a.	Credit. Rs. a.
A. and Co.'s Shikar Hat, covered with Tan Flax, Leather Bound, made with wide Brim: a splendid protection	15 0	17 0
The same Shape, white cork and Drill	13 8	15 0
Extra quality, Double Cork throughout: highly recommended	16 0	18 0

WHITE REGULATION HELMETS.

	Cash. Rs. a.	Credit. Rs. a.
Cork and Felt	14 8	16 0
Extra quality, double Layers of Cork, very strong	16 0	18 0
The same shape, covered with White Doe, easily cleaned, the best quality	20 0	23 0

Treble Gilt Spikes and Chains for above.

THE OVERLAND KIT WAREHOUSE.
23, & 24, APOLLO STREET, BOMBAY.

MRS. LAKE,

MILLINER, DRESS-MAKER, SILK MERCER, &c.,

HAS the pleasure to announce a FRESH ARRIVAL of choice and fashionable Millinery, &c., viz. :—

"*Dress Bonnets and Hats,*" "Coloured Gauze Veils, Superior Kid Gloves."
Coarse Straw Hats untrimmed "White and Coloured," "Ball Dresses."
New Coloured Muslins, Prints and Brilliants, Ball Room Fans.
White Muslins, Polonaizes "*Ready Made*" "White Kid Boots."
"Linen Cuffs and Collars, in the newest shapes, Plain and Trimmed.
Silk and Satin Evening Dresses. Hair Chignons "newest Styles."
"*French Corsets,*" "*Nursing Stays,*" Ladies' Fancy Garters, Tortoise Shell Combs.
Feathers, Flowers, Ribbons, Ladies White and Black Silk Stockings.
Coloured Gauze Veils, Crinolines, Crinolettes, Flounced Muslin Skirts.
Silks, Satins, Serges, &c., Boys' White Silk and Blue Serge Suits.
Infants' Cloaks and Pelisses.
Infants' Hoods White and Coloured, Baby's Bibs, Warm Gaiters for children.
White Sa in Shoes and Boots, White Kid Boots.
Black Cloth Polonaizes and Jacquettes, Ladies' Hats and Bonnets, latest styles.
Hair Chignons newest style, Flowers, Gold, Silver, &c., in great variety.
"*Travelling Dresses in the latest styles.*"

Uxbridge House, 7, Church Gate Street, Fort, Bombay, March 1875.

MESSRS. C. MARCKS & COMPANY,

WATCHMAKERS, JEWELLERS, AND OPTICIANS.

A COMPLETE ASSORTMENT OF SPECTACLES WARRANTED BEST WHITE PEBBLES:

Gold Spectacles with Case ... Rs. 30 | Gold Eyeglasses ... Rs. 35
Steel Spectacles with Case ... ,, 16 | Steel Eyeglasses ... ,, 16

FULL PARTICULARS ABOUT WATCHES AND JEWELLERY WILL BE FOUND ELSEWHERE.

Bombay, 4, Hummum Street. C. MARCKS & Co.

NOTICES.

TREACHER & Co., LIMITED.

CHEMISTS, &c., BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR OF BOMBAY.

SPECTACLES AND EYE-GLASS, OF FINEST REAL BRAZILIAN PEBBLES.

Cash Prices.

SPECTACLES, in best blued-steel frames ...... per pair ... Rs. 6 0
Do. Cataract do. do. ...... ,, { 9 0 to 16 0 }
EYE-GLASSES, single, in tortoise shell frames, each ... 3 8
Do. double gilt-steel spring folders in tortoise-shell or gilt-steel frames per pair ... 7 0
The above may be had in Gold frames at varying prices.
EYE-GLASSES, *ordinary*, with roughed rim and hole for cord ... each 1 8
Silk Cord for ditto ... per yard 0 4

Mofussil constituents when ordering Spectacles or Eye-Glasses should state whether they are required for "*long*" or "*short*" sight, and send a specimen of *small printed matter* noting the distance from the eyes at which it can be most distinctly read.

EYE PRESERVERS with Coloured Eye Pieces, Horse-shoe shaped, Spoon-shaped, and plain Spectacle shaped. GOGGLES and Eye-Preservers with fine wire gauze sides for Railway travelling.

EYE SHADES and BATHS, READING LENSES, OPERA and FIELD GLASSES.

A neat case supplied *free* with each pair of Spectacles and Eye Preservers.

TREACHER & COMPANY, Ld. BOMBAY, BYCULLA, AND POONA.

ESTABLISHED IN 1832.

BRISTOL'S SARSAPARILLA, THE GREAT PURIFIER OF THE BLOOD.

The quickest and most certain cure for
SCROFULA,
RHEUMATISM,
FOUL ERUPTIONS,
OLD SORES, and ULCERS.

All kinds of diseases or sores arising from impure blood and humors.

IT NEVER FAILS

In effecting a complete cure, if used a sufficient length of time

BRISTOL'S SUGAR COATED PILLS.

GUARANTEED PURELY VEGETABLE.

Are the only Pills which contain LEPTANDRIN AND PODOPHYLLIN.

These two powerful antibilious plants are a sure cure for all diseases of the Stomach, Liver and Bowels, Headache, Indigestion, Dizziness, Pain in the Side or Back, and especially BILIOUSNESS.

They never weaken nor gripe, unless the stomach is very foul, and they are EASY TO TAKE.

IMPERISHABLE FRAGRANCE, MURRAY AND LANMAN'S CELEBRATED FLORIDA WATER,

THE RICHEST, MOST LASTING, YET MOST DELICATE OF ALL PERFUMES, FOR USE ON THE HANDKERCHIEF, At the TOILET, And in the BATH.

As there are imitations and counterfeits, always ask for the Florida Water, prepared by the Sole Proprietors, LANMAN AND KEMP, NEW YORK.

General Agents—Messrs. EWART, LATHAM & Co., Bombay, Messrs. Whitney Brothers & Co., Calcutta.

Sub-Agents—BHAIMEA AND HIPTOOLA, Nos. 17 and 29 near Jumma Musjid, Bombay.

PIANO INSTRUCTION, TUNING AND REPAIRING BY MR. P. A. LOPES.

LESSONS given on Piano, Harmonium and Violin, Pianos, &c., Repaired, Tuned and Regulated, and also received for Repairs and on Commission Sale.

Mr. Lopes trusts that his several years' experience in the above line in Bombay will induce his numerous Constituents and the Public to continue to favour him with their patronage.

Byculla Terrace, Bellassis Road.

Established 1751.

THE BEST ENGLISH WATCHES,
GOLDSMITHS' ALLIANCE, LIMITED,
(Late A. B. Savory & Sons),
WATCH AND CLOCK MAKERS,
11 & 12, CORNHILL, LONDON, ENGLAND.

Request the attention of purchasers to their celebrated Patent Lever Watches, which being manufactured by themselves on the premises, are confidently recommended for accuracy and durability.

The following are specially adapted for India :—

PRICES OF SILVER WATCHES.

Patent Lever Watch, jewelled, enamel dial ... £ 4 14 0
Ditto, jewelled in 4 holes and capped ... 6 6 0
In hunting cases, 10s. 6d. extra.

GOLD WATCHES (size for Ladies).

Patent Lever Watch, richly engraved case, gold dial, jewelled, &c. ... 12 12 0
Ditto, keyless, in plain or engine-turned case, jewelled in 6 holes ... 21 0 0

GOLD WATCHES (size for Gentlemen).

Patent Lever Watch, jewelled in 6 holes, in plain or engine-turned case ... 18 18 0
Ditto, keyless, jewelled in 10 holes, in plain or engine-turned case ... 27 6 0
Gold Watches in hunting cases, £3 3s. extra.

A Warranty is given with each Watch.

Orders addressed to the GOLDSMITHS' ALLIANCE, LIMITED, 11 and 12, Cornhill, London, accompanied by a remittance of 20 per cent., will be forwarded through their Agents,

Messrs. EWART, LATHAM & Co., Bombay;
Messrs. PARRY & Co., Madras;
Messrs. COLVIN, COWIE, & Co., Calcutta;
Messrs. GILLANDERS, ARBUTHNOT, & Co., Calcutta

Pamphlet on Watches, gratis and post free, or on application to the above.

NOTICES.

TREACHER & COMPANY, Ld.,

IMPORTERS OF TABLE PLATE AND CUTLERY, GLASS, PORCELAIN AND STONE WARES.

TABLE PLATE.

Fiddle Patterns Cash. Rs. a.	Fiddle Patterns Credit. Rs. a.			Beaded, Thread Patterns Cash. Rs. a.	Lily, or Patterns Credit. Rs. a.
27 0	30 0	Table Forks or Spoon, full size	per dozen	36 0	40 0
[illegible]	[illegible]	[illegible] full size	,,	27 0	30 0
12 8	14 0	Tea Spoons, full size	,,	16 8	18 0
12 8	14 0	Egg or Salt Spoons, gilt bowls	,,	18 0	20 0
1 2	1 4	Mustard Spoons, gilt bowls	Each	1 8	1 12
0 14	1 0	Caddy Spoons	,,	1 4	1 8
1 4	1 8	Sugar Spoons	,,	1 8	1 12
2 4	2 8	Sugar Tongs	,,	3 0	3 8
9 0	10 0	Ice Claws (Scissor shaped)	,,	9 8	10 8
4 8	5 0	Ice Tongs	,,	5 8	6 0
2 4	2 8	Butter Knives	,,	3 0	3 8
2 4	2 8	Pickle or Oyster Forks	,,	2 8	3 0
2 4	2 8	Toddy Ladles	,,	3 0	3 8
2 4	2 8	Sauce do.	,,	3 0	3 8
7 0	8 0	Soup do.	,,	9 0	1 0
4 8	5 0	Gravy Spoons	,,	5 8	6 0
3 0	3 8	Marrow Spoons	,,	3 8	4 0
4 0	4 8	Chatni Spoons	,,	4 8	5 0
5 0	5 8	Sardine Tongs	,,	5 8	6 0
3 0	3 8	Knife Rests	Per pair	3 8	4 0
14 8	16 0	Fish Helpers	,,	16 0	18 0
		Slide Pickle Prongs, in Ivory handle	Each	6 0	6 8
		Napkin Rings	Sets from	14 0	40 0

TABLE CUTLERY.

	A. Quality. Cash. Rs. a.	A. Quality. Credit. Rs. a.	B. Quality. Cash. Rs. a.	B. Quality. Credit. Rs. a.	C. Quality. Cash. Rs. a.	C. Quality. Credit. Rs. a.
Table Knives, full size, per dozen.	27 0	30 0	22 8	25 0	18 0	20 0
Table Knives, second (dessert) size, per dozen.	22 8	25 0	18 0	20 0	15 0	17 0
Meat Carvers, per pair	9 8	10 8	8 0	9 0	8 0	9 0
Game Carvers, per pair	9 8	10 8	8 0	9 0	7 0	8 0
Steel Sharpeners, each	3 8	4 0	2 8	3 0	7 4	2 8
Complete Sets, as above	72 0	80 0	59 0	66 0	49 4	55 8

Wheel Knife Sharpeners.........Each Rs. 5-8.

NAPKIN RINGS,

Finest African Ivory, Set of six, from Rs. 10 to Rs. 18.

TREACHER & Co., LIMITED, BOMBAY, BYCULLA, AND POONA.

WHEELER AND WILSON'S GENUINE SEWING-MACHINES.

THE HIGHEST HONOURS CONFERRED AT THE VIENNA EXHIBITION OF 1873.



THE following description of Machines always on hand for sale with spare Needles and other Accessories at the Office of the Undersigned.

All Machines warranted. Orders from Up-country promptly executed when accompanied with Remittances or Reference for Payment. Each Machine accompanied with a book of reference. Instruction to purchasers gratis.

No. 1 Machine, Polished Mahogany or Walnut Table ...... Rs. 105
No. 1 Machine, Mahogany or Walnut Quarter Cases ...... ,, 112
No. 2 Machine, on Polished Table ...... ,, 95
No. 3 Machine, on Polished Table ...... ,, 90
No. 2 Machine, in Unpolished Walnut, Half Case ... ,, 130
No. 2 Machine, in Polished Mahogany or Walnut, do. ... ,, 135
No. 1 Machine, in Unpolished Walnut, do. ... ,, 135
No. 1 Machine, in Polished Mahogany or Walnut, do. ... ,, 140
No. 1 Machine, in Full Case, Mahogany or Walnut Polished ... ,, 165
No. 6 Machine, for heavy Cloth Work ... ,, 115
No. 6 Machine, for heavy Leather Work ... ,, 115
Hand Machines, Nos. 1, 2, and 3, Rs. 105, 95, and 90.
Cottons manufactured by the Willimantic Company of New York, also by Coats and Brook, specially adapted for the above Machines in reels of 200 yards, per dozen ... ,, 2
Best Machine Silk, in reels, assorted Colours ... ,, 9

DOSSABHOY MERWANJEE & CO., SOLE AGENTS, BOMBAY PRESIDENCY, No. 7, PARSEE BAZAAR STREET, OPPOSITE GRAHAM'S BUILDING.

FAVRE, LEUBA, AND CO.,

4, HORNBY ROW,

BEG to draw the attention of the PUBLIC to their NEW STOCK of SQUARE PALANQUIN TIME-PIECES, 5½ by 3 1/4 inch.

PATENT LEVER ESCAPEMENT, with Alarm, Rs. 80.

This Clock can be highly recommended, for its shape and correctness in going.

SILVER OPEN-FACE KEYLESS WATCHES, Patent Lever Escapement ... Rs. 46

SILVER OPEN-FACE KEYLESS CRYSTAL BACK WATCHES Patent Lever Escapement ... Rs. 40

BOTH WATCHES ARE GUARANTEED FOR ONE YEAR.

COPPER-PLATE PRINTING, ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order, at a moderate prices.

Specimens may be seen at the "Bombay Gazette" Office.

NOTICES.

TENDERS are INVITED by the ANGLO-INDIAN SPINNING and MANUFACTURING COMPANY, Limited, for the CONSTRUCTION of MILL PREMISES and MASONRY TANK on the site chosen for the Company's Mill—on application at the Office of the Company full particulars will be given, and copies of the specifications and forms of tender furnished to intending contractors on payment of rupees five. Separate tenders must be filled up and returned sealed and endorsed respectively "Tender for Mill premises" and "Tender for Tank" on the 29th March 1875, at or before twelve o'clock. The Company do not bind themselves to accept the lowest or any tender.

By order of the Local Committee, JAMES H. LATIMER, Secretary.

March, 18th, 1875.

MESSRS. C. MARCKS & Co., WATCHMAKERS, JEWELLERS, and OPTICIANS, beg to draw the attention of Ladies and Gentlemen of Bombay and Out-stations to their entirely new stock of superior Gold and Silver Lever Hunting, Semi-hunting, and Crystal Case Watches, with all the latest improvements, specially manufactured for India, and warranted from 2 to 5 years. A large stock of handsome Jewellery of London Manufacture.

Watches and Jewellery sent free by Post all over India.

Palanquin, Travelling, and Office Clocks, with 8 day key lever escapement, warranted.

Repairs carefully executed with expedition and Guarantee.

Letters to be addressed: C. MARCKS & Co., No. 4, Hummum Street, Fort, Bombay.

JEMSEDJEE NOWROJEE,

CABINET MAKER & GENERAL MERCHANT,

KALBADEVEE ROAD, BOMBAY,

BEGS to invite the attention of LADIES and GENTLEMEN to his large stock of Carved and Plain Blackwood and Teakwood and Gold Gilt Furniture for Drawing-room, Dining-room, Bed-room, Offices, Messes, Camps, Clubs, &c., &c.

IRON BEDSTEADS, Iron Baby's Cots, Cradles, Folding Chairs, Folding Bedsteads for Travellers, Iron Stretcher Beds, Swing Cots, Tents, &c., of all sizes. Brass Canopies, Tents, Tent Beds, Child's Beds, Swing Cots, and Reclining Chairs, Rocking Horses of all sizes.

DRESSING TOILET GLASSES, Ebony and Mahogany wood with or without marble top.

ENGLISH PERAMBULATORS of one and two seats, Wooden and Tin Tubs for bath-rooms. Heat Bath Tubs, Foot Tubs and Cans.

CARRIAGE and BUGGY LAMPS, Police Hand Lanterns, Round Hanging Globes, plain and flowered, Argand Hanging Gl bes, plated and bronzed Kerosine Hanging Lamps, Camera Globes, Pictures in frames, Travelling Portmanteaus of all sizes and description.

MILLINERY.—Ladies' Hats, Bonnets, Kid Gloves, Straw Hats Dresses, Ladies' Boots, Children's Straw Hats, Cloaks, Frocks, Hoods, Caps, &c. &c., Air Pillows, Beds, Hair Brushes, Tooth and Nail Brushes, Combs, Sponges, Scented Soap in boxes and bars, Scents, Children's Toys, Sweetmeat Bottles, &c., Marble Toys, Flower Vases, Bird Cages, Children's Boots and Shoes.

CROCKERIES.—Dinner sets, Breakfast sets, Wine Coolers, Electro plated Icepitchers, and other sundries, &c, Cut Tumblers, Glasses, Wine Jugs, Beer and Water Jugs, complete sets, &c.

CRETONNES, CHINTZ, REPS, DAMASKS, VELVETS, plain and flowered, of all colours and description, Gimps, Fringes, Cords, silk and woollen, for furniture, &c., Carpet Foot-stools, Carpet Rolls and Borders, Carpets in pieces, of sizes, Tea Trays in sets.

SINGLE HARNESSES and BUGGY WHIPS, &c., &c., Feather Pillows, large China Fans, China Coffee and Tea Canisters, China Mats, Rattan Chairs.

RAILWAY RUGS, Table Covers, Copper Kettles round and oval-shaped.

J. N. further begs to state that he would be glad to receive orders for making furniture of every and any description, and according to any kind of pattern sent to him with instructions.

J. N. also undertakes to Repair, Re-line and Polish (French) carefully all sorts of Furniture, &c, either at the residence of Customers or in his Establishment, if forwarded.

The large patronage J. N. has been favoured with throughout this Presidency, and having furnished from his Establishment, Furniture and Goods of various descriptions to European Ladies and Gentlemen, as well as to His Highness the Holkar of Indore, the Begum of Bhopal, the Raja of Rutlam, the Princes of Kattyawar, and many other Native Chiefs, J. N. hopes for a continuance of their kind support.

SIMPSON AND CO.,

CARRIAGE BUILDERS & HARNESS MAKERS,

MADRAS,

ESTABLISHED, 1840.

S. & Co., with reference to the direct communication lately established between MADRAS and BOMBAY, beg to bring to the notice of the PUBLIC of the latter Presidency, that they are PREPARED to EXECUTE ORDERS for all DESCRIPTIONS of CARRIAGES, HARNESS, &c., which they guarantee to be made up of the best seasoned material, and which, after lengthened trial, in nearly every part of India, have been found to be CHEAPER, LIGHTER, and MORE DURABLE than those imported from EUROPE.

MINIATURE and full-sized CANOE BAROUCHES.
BISMARCK and ELCHO SOCIABLES.
THE LATEST DESIGNS, in Canoe, Square, and Sociable Landaus, with patent folding hoods.
SINGLE BODY, Croydon, Denmark, Victoria, and Princess of Wales Angular Phaetons, fitted with shifting coach-boxes, for driving, and patent screw brake, acting instantly from inside.
CLARENCE COACHES, fitted with patent concealed door hinges, giving greater width of door-way.
SINGLE and double seated, circular-fronted Miniature and full-sized BROUGHAMS.
STANHOPE and MAIL PHAETONS with shifting hoods convertible into Waggonette, T. Cart, or Stanhope, at pleasure.
TWO-WHEELED Victoria, Norfolk, Malvern and Welsh Dog-Carts, with hoods, for Pony or Horse.
C. AND UNDER SPRING, or grasshopper spring, octagon, and side sweep Buggies.
SIMPSON'S improved Dog-Cart, hung low, for Ladies, with high wheels and spring shafts.
S. AND CO.'S improved Travelling Waggon, with convertible Hood, for Horses or Bullocks.
CHAR A BANC, 4-in-hand Coaches, Canoe-shaped, and other Drags.
STATE CARRIAGES, as supplied to the Rajah of Mysore, and other Princes, estimated for and complete in the best taste.
PALANKEEN COACHES.
HANSOMS, with Hood to fold back, &c.
THE DESIGN of each CARRIAGE, drawn up, full size, for inspection and approval.
DRAWINGS and ESTIMATES sent free on application.

TREACHER & COMPANY, LIMITED.

BY APPOINTMENT

CHEMISTS &c., TO HIS EXCELLENCY THE GOVERNOR OF BOMBAY.

BEG to call the attention of the Medical Profession to the following NEW INSTRUMENTS AND APPLIANCES.

Dr. Harvey Hilliard's Pen Vaccinator, in appearance like a pocket pencil case, Vaccine tubes being carried at one end, the vaccinator sliding out at the other.

Hawksley's Patent Durable Stethescope, this instrument possesses superior acoustical properties to any yet made.

New Section Knife, for making microscopical sections.

Esmarch's Elastic Bandage, improved by Mr. W. H. Cripps, with double handle and grooved reel, *vide Lancet* October, 11, 1873.

Dr. Green's Improved Obstetric Belt *vide Medical Press and Circular* June 18 1873.

Sponge and Laminaria Tent Introducer, by Dr. Clement Godson.

Pocket Clinical Thermometer, Patented, by Arnold and Sons, guaranteed correct with indestructible index, in sterling silver case with bayonet joint, by which arrangement the thermometer can be increased to one of seven inches in length in a moment.

Weiss's Clinical Thermometer, in oval gilt sliding case, for the Waistcoat-pocket.

Dieulafoy's Subcutaneous Pneumatic Aspirator, manufactured by Weiss and Sons.

Leslie's Pliable Adhesive Plaster, a novel kind superior to that in ordinary use, adheres firmly, and being limp, can be accurately adapted, is useful in any climate.

Leslie's Pliable Holland Plaster, specially constructed to afford strength, valuable in large operations and as an application to Bed-sores.

Leslie's Pliable Court Plaster manufactured on Silk, applied by means of heat similar to the ordinary Adhesive Plaster.

These Plasters are arranged in tins of such size and construction as to be most convenient for conveyance in the pocket or medicine chest. The Adhesive Plaster may be had in one yard lengths of 6½ inches wide also on reels in widths from ½ in. to 1 in.

We shall be happy to supply further description and prices of any of the above.

BOMBAY, BYCULLA, AND POONA.

PURVEYING AND GENERAL AGENCY.—Mr. E. MANOCKJEE in respectfully thanking his numerous CONSTITUENTS, both in Bombay and Outstations, for the patronage and support they have hitherto so kindly extended to him, and solicits the continuance of that support in both the supplying of their daily requirements as well as that of every necessaries, such as Clothiery, Furniture, Crockery, Wines, &c.

Receiving and Despatching Packages to and from Europe and India.

Crawford Market.

TO PREVENT WHITE ANTS

IN	FOR
WOODEN SHIPS, RAILWAY SLEEPERS, BEAMS AND HOUSE TIMBERS.	SHINGLE ROOFS, SHIPS' BOTTOMS, DAMP OR WET WALLS AND GENERAL IRON AND WOOD WORK.

AND ALSO FOR INTERNAL AND EXTERNAL DECORATIONS.

GRIFFITH'S PATENT ENAMELLING PAINTS, THE SILICATE PAINT COMPANY, Fenwick St., Liverpool, G. W. WHEATLEY & Co., Bombay; F. HARLEY & Co., Calcutta, Agents.

COMMERCIAL INTELLIGENCE.

FRIDAY EVENING, 19TH MARCH 1875.

The Liverpool Cotton Market yesterday closed quiet, Surats dull, sales 10,000 bales; and this morning's report is quiet but unchanged, probable sales 10,000 bales, imports 4,000. The American figures are as follows :—

	1875	1874	1873
Six days' receipts	42,000	58,000	64,000
" Exports to U.K.	33,000	48,000	42,000
Total recta. since 1st Sept.	3,083,000	3,288,000	2,941,000
" Exports to U. K.	1,310,000	1,297,000	1,232,000

Reuter's weekly quotations for Metals show a decline of £1 per ton in Copper Brazier and £1 per ton in Speltor, other kinds unchanged.

General Produce in London is unaltered. In Rupee Paper there is a decline of ½ in Fours, 1 in Fours and a half, and ½ per cent. in Fives and a half.

The Bank of England return for the week is favourable, the proportion of the Reserve to liabilities having advanced from 39 to 40 per cent., and since the return was made up a further payment of £38,000 has gone into the Bank. The rate of discount on 6 months' sight bills has declinedto 3⅞ per cent. and altogether the position seems in favour of an easy money market. This morning, however, Consols are quoted at 92⅞ a decline of ⅛ which seems somewhat contradictory.

A further remittance by this weeks' Southampton Steamer of £40,000 in Silver for this port is advised by Reuter.

STERLING EXCHANGE to-day has again been quiet with an easier tendency, although rates are about the same. We quote :—

Bank Bills, on demand	......1s. 9 31-32d.	per Rupee.
Do. 6 months' sight	...1s. 10 13-32d	"
Credits 3 months' sight	...1s. 10⅜d.	"
Documents 3 months' sight	,...1s. 10 7-16d.	"

On Calcutta there is no change. GOVERNMENT PAPER is also quiet at previous rates.

The SHARE MARKET has been quiet at unaltered values, the holidays adding to the otherwise dull feeling.

For COTTON the demand continues very brisk at fully yesterday's figures. The Receipts yesterday were 10,013 bales making 53,167 bales for the six days.

FREIGHTS are unchanged in every way. For ready Steamers £1-18 9 to £2 may be quoted, and for sailing vessels £2 to £ 2-5 per ton.

PIECE GOODS are dull and barely steady in values.

BANKS.

No. of Shares	Noml. value psh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	88
22,000	1,000	all	7½pct.	Bank of Bengal	1,410
20,000	500	all	5p.ct.	Do of Bombay New	710
5,250	1,000	all	6 p.ct.	Do of Madras	1,180
80,000	25	all	8 p.ct.	Chartered Mercantile Bk. of I. L. & China	300
40,000	(28½)	all	Nil	Hong. & Shanghai Bank.	175
40,000	200	all	5 pct.	Chartered Bank of India & China	175
40,000	250	125	5 p.ct.	National Bank of India	116
60,000	250	all	12 do.	Oriental Bank	475

PRESS COMPANIES.

160	5,000	2,850	100ps.	Akbar Cotton Press Co	1,500
200	2,000	1,100	50 do	Albert Co. Kurrachee	690
100	500	all	18p.ct	Albert Ginning Co.	650
250	1,000	200000	...	Alfred Mills Co	1,100
150	12,000	11,000	200ps.	Apollo Press Co.	3,400
175	1,000	all	...	Bellary	600
155	500	all	60p.s.	Berar Company (New)	545
200	2,000	all	200ps.	Bombay Press Co.	1,400
200	500	all	50p.s	Do New	350
1,400	250	all	6½ p.c.	Broach Cotton Co	150
400	1,500	all	37½ps.	Carwar Company	700
230	250	all	...	Coconada Press Co.	130
500	1,880	all	175ps	Colaba Press Co.	3,800
500	300	all	Nil	Dhollera P. & G. Co.	200
352	1,000	all	...	East India Press Co.	1,030
150	8,500	all	200	Fort Press Co.	2,900
300	2,000	2,000	15 ps	Framji Cowasji Press Co	350
300	1,000	all	100 ps	French Press Co	435
1150	...	1,400	100 ps	Imperial Press Co	400
3125	400	350	60 ps	Mofussil Press & G. Co.	395
600	2,000	5000	...	Nicol Press Manuf. Co., Ld	1,500
120	...	1,500	150 ps	Prince of Wales Press	1,200
300	500	all	100 ps	Sassoon Press Co.	550
400	500	750	135 ps	Scinde Press Co.	405
100	1,000	750	...	Scinde and Punjab Cotton Press Co., Limited	825
150	850	all	12p.ct	Vic. Cot. Gin & Press Co	1,000
450	1,000	all	100ps*	Volkart's United Press Co.	900

* Per share for the half year.

RAILWAY COMPANIES.

......	£ 2	218-8	5 p.c	G. I. P. Railway Consolidated Stock	244
......	£20	163 14 6	do.	Do. New £20 Shares	126
......	£10	65 7 3	do.	Ditto	72
......	£20	21 13 1	do.	Ditto	32
......	£100	1,000	do.	S. B. & C. I. Railway Co	1,100
...	£18	196 5 15	do.	Do. New £18 Shares	220

LAND COMPANIES.

14,000	3,000	all	60	Colaba Land Co.	1,210
7,500	150	all	...	Frere Land & Pier Co. Ld.	120
1,750	2,000	2,000	20p.s.	Mazagon Land	1,150
6,000	1,400	all	15p.s.	Port Canning Land Company, Limited	160

SPINNING AND WEAVING COMPANIES.

	1,250	all	150*	Alexandra Spinning	1,525
500	5,500	all	200*	Alliance Spinning	2,900
300	2,000	500	...	Bhownuggur M. & P. Co	1,800
900	1,000	all	100	Bombay United	1,050 ex
2400	150	150	10*	Broach Mills	210
900	1,000	750	...	Colaba Spinning	1,000
2,500	2,000	all	100p.s	Dhurumsey Spinning	1,400
1,500	1,250	all	125p.s	Fleming S. & W. Co	1,100
1400	1,000	all	115ps*	Great Eastern	1,250
700	1,000	all	...	Hindustan S. & W. Co.	1,075
750	1,000	all	115p.s	Jewraj Balloo Mills	1,150
......	...	800	...	Khandeish Spinning	1,125
300	1,250	all	Nil	Madras Spinning	1,200
......	...	500	...	Madras U. Spinning	1,000
2,500	1,000	all	65	Manockji Petit's	1,150
1,050	1,000	all	200ps*	Morarjee Spinning	1,150
4,000	615	all	68*	Oriental	6,875
600	1,250	250	...	Prince of Wales Spinning	755
10	1,000	1,000	200p.s	Soonderdas Spinning	1,120 ex
500	1,000	250	31½p.s	Do. do. 1/4 share	270

* Per share for the half-year.

MISCELLANEOUS.

1,000	12,500	1,500	240ps.	Bombay Burmah Trading Corporation	1,725
1,000	50	all	4½p.ct	Bombay Gas Company	65
500	500	300	27p.ct	Landing and Shipping Co. of Kurrachee Ld.	120
2,150	200	100	8 p.c	Malabar Company Ld.	100
4,000	50	all	4 p.c	Mechanics' Build'gs Co.	18
1,900	500	all	7 p.c	Treacher & Co	390
......	250	all	40 ps	Viegas Patent Slip Co	40

BANKS IN LIQUIDATION.

			Date of L'dation		
......	20	19½	...	Bank of China	1
......	...	...	...	East India Bank	1
......	2	1½	Feb. '67	Indian Peninsula	1

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic, for week ending 13th March 1875.

Open, 1,278½ Miles.	Rs.	a.	p.
Coaching	[illegible]	14	6
Merchandise	4,84,222	0	0
Electric Telegraph	890	0	0
Earth Trains	617	8	0
Total Rs.	6,07,198	6	0
Corresponding week last year, open 1,278½ miles ......Total Rs.	6,19,769	14	6
Decrease Rs	12,571	8	6

SHIPPING INTELLIGENCE.

THE s s ENNERDALE, 797 tons Captain T Thomas, arrived in harbour yesterday from Liverpool (February 12th) calling at Malta and Port Said, via the Suez Canal, with a general cargo.

THE s s PEARL, 366 tons, Captain C Doert, arrived in harbour yesterday from Carwar (March 16th) with Government stores and the following passengers :—Mr Sravers, Mrs Wright, and 223 deck passengers.

THE s s ST GEORGE, 1,235 tons, Captain G Harwood, arrived in harbour yesterday from Shield (February 8th) calling at Port Said, via the Suez Canal, with a cargo of 1,617 tons coal. The vessel is consigned to Messrs. Sir Charles Forbes & Co.

THE s s PHLOX, 141 tons, Captain Thomas Jones, arrived in harbour on the 18th instant from Coast and Goa, (March 16th) with a general cargo and one hundred and forty-five deck passengers. She sailed yesterday for the same ports with 20 deck passengers.

THE B I S N Co's s s KURRACHEE, 316 tons, Captain R J Scott, arrived in harbour on the 18th instant from K Coast and Kurrachee (March 15th), with a general cargo and the following passengers :—Colonel Mainwaring, Major and Mrs Alexander, and one hundred and thirty-three deck passengers.

THE B I S N Co's STEAMSHIP EUPHRATES, 499 tons, Captain T Nailer, sailed yesterday for Persian Gulf, via Kurrachee, with a general cargo and the following passengers :—For Kurrachee—Col Hailes, Major and Mrs Lewis and Col and Mrs Weddicombe. For Bagdad—Mr Amookhan and 3 friends. For different ports—126 deck passengers.

ARRIVALS.

Mar.	Vessel.	Commander.	From
18	Kurrachee (s)	Scott	Kurrachee, Mar 15.
	Phlox (s)	Jones	Goa, Mar 16.
19	St. George (s)	Harwood	Shields, Feb 8.
	Ennerdale (c)	Thomas	Liverpool, Feb 12.
	Pearl (s)	Doert	Carwar, Mar 16.

DEPARTURES.

Mar.	Vessel.	Commander.	Destination.
19	Euphrates (s)	Nailer	P. Gulf via Kurrachee.
	Phlox (s)	Jones	Coast and Goa.

The following vessels obtained port clearance yesterday :—
Steamer Enmore, Halman, to Liverpool.
Ship Glendower, Gruchy, to Havre.

The following vessels were entered out for loading yesterday :—
Steamer Kurrachee, to Kurrachee, via K. Coast.
Steamer Clive, to Liverpool.
Steamer Yeddo, to Liverpool.
Steamer Deccan, to Aden, Suez, &c.

DAILY IMPORTS.—MARCH 19.

FROM LIVERPOOL.

Timore s, 195 cases stout, M & E Bejonjee.

FROM LONDON.

Royal Welsh s, 16 kegs nails, Tajbhoy Allibhoy ; 60 kegs nails, Byramjee Shapoorjee.
Wycliffe s, 1 hhd portwine, Maneckjee Bhicajee.
Walmer Castle, 150 barrels coal pitch, Rujubally Ookabhoy ; 20 casks tar, Jewajee Rajbhoy.
Good Hope s, 400 cases old tom, E M Settna ; 23 boxes whiskey, Jametje Nowrojee ; 4 packages paper, The L A & A & Co ; 34 cases mosselle, 21 casks hock, 121 cases claret, 20 cases gin, 10 cases wiskey, 20 cases brandy, & 35 cases champagne, Cutler, Palmer & Co.
Hindoo s, 6 cases curacoa, 6 cases maraschino, & 3 cases charlreuse, C Bonnevialle & Co.

FROM BORDEAUX.

Assyria s, 25 cases champagne, Shapoorjee Rustomjee Sookhia.

DAILY EXPORTS.—MARCH 19.

FOR LIVERPOOL.

Clydesdale, 100 bales cotton, A Kunkler & Co ; 119 cwts hemp S S Narrelwala.
Calidonian s, 30 bales cotton, Campbell, Mitchell & Co ; 40 bales cotton, Shamjee Narronjee & Co ; 500 bales cotton, Wallace & Co ; 100 bales cotton, H Nagsee & Co.
Prince Fredrick, 500 bales cotton, Gaddum & Co ; 90 cwts horns, Oomerbhoy Chandbhoy.
Ardgowan, 100 bales cotton, Finlay, Muir & Co.
Enmore s, 35 bales wool, Peerbhoy Nuthoo ; 150 bales cotton, Nusserwanjee Manuckjee & Co ; 52 bales cotton, Runchordass Motichund ; 44 bales cotton, Bapoobhoy Visram.
Hindoo s, 700 bales cotton, Peel, Cassels & Co ; 315 cwts hemp, Dayall Jairaz ; 100 bales cotton, Ritchie, Steuart & Co ; 48 bales cotton, Nathoobhoy Soorchund.
Diadem s, 31 bales wool, Rahimbhoy Alladinbhoy ; 47 bales cotton, Bhimsee Jaitha ; 453 cwts. linseed, Nundram Bhejraz ; 472½ cwts linseed, Feeruthdass Lillaram ; 30 bales wool, Jetha Pursotum ; 250 bales cotton, Ralli Bros ; 200 bales cotton, Gaddum & Co.
Sceptre s, 650 cwts. myrabollams & 803 cwts. linseed, Ralli Brothers ; 1,100 bales cotton, Nusserwanjee Manockjee & Co ; 1,000 bales cotton, Ralli Bros.
Steuart Hahneman, 200 bales cotton, Lyon & Co.
Parana s, 450 cwts linseed, Curimbhoy Heerjee ; 100 bales wool, Jaitha Vurria.
Khersonesse, 1,0 0½ cwts linseed Killick, Nixon & Co.
Berengaria, 500 bales cotton, Lyon & Co ; 50 bales cotton ; A Kunkler & Co.
Acton s, 50 bags cotton, Vithuldass Courjee ; 975 cwts linseed, Heptoola Allybhoy & Co ; 900 cwts linseed, M Jaitha ; 250 cwts linseed, M Nusserwanjee & Co.
Mary Stenhouse, 250 bales cotton, Finlay, Scott & Co.

FOR LONDON.

Tehran s, 1 box carpet David Sassoon & Co
Prince Solty Koff s, 2 bales skins, T G Fernand ; 8 bales hides & skins, N Jehangerjee ; 20 bales hides & 10½ cwts horns, Alladin Mowladina.
Deccan s, 250 bales cotton, Leone Jahier & Co ; 220 bags ginger, 236 bags galls, 1 package hides, 14 cases gum, 28 cases ginger powder & 125 bags coffee, P & O S N Co.

FOR MARSEILLES.

Tehran s, 2 cases shawls, W Nicol & Co.
Assyria s, 2,400 cwts gingelly seed, Ralli Brothers ; 1,200 cwts wheat, 300 cwts gingelly seed, Alsen, Riebe & Co ; 1,600 cwts wheat, Finlay, Scott & Co ; 200 bales cotton, 532½ cwts gingelly seed, A Kunkler & Co ; 250 bales cotton, Austrian Training Co.

FOR CONSTANTINOPLE.

Castore s, 10 duppers rose oil, & 7 drums coolfa oil Syed Hussoon Bugdadee.

FOR TRIESTE.

Castre s, 150 bales cotton, A Kunkler & Co ; 168 cwts coffee, A Trading & Co ; 73 bales cotton, Callianjee Fitamber ; 12 bales cotton, Finlay, Scott & Co ; 300 bales cotton, Vinay & Co.
Tehran s, 400 bales cotton, E Spinner & Co.

FOR VENICE.

Castre s, 100 bales cotton, A Kunkler & Co ; 50 bales cotton, Gaddum & Co.
Tehran s, 100 bales cotton, E Spinner & Co.

FOR REVAL.

Atlantic s, 2,000 bales cotton, Knoop & Co.

FOR PORT SAID.

Svend s, 3,000 bales cotton, Knoop & Co.

FOR AMSTERDAM.

Frank Carvill, 312 bales cotton, H Clason, & Co ; 500 cwts linseed, Goculdass Thackusee.

FOR HAVRE.

M & E Cox, 100 bales cotton, G Sigg & Co.
Thoren Helsing s, 233 bags coffee, Vinay & Co ; 26 cwts horns, Oomerbhoy.
Royal Welsh s, 500 bales cotton, W Nicol & Co.
Deccan s, 100 bags coffee, P & O S N Co.

FOR FALMOUTH.

Cyrene, 50 cwts linseed, Knoop & Co.
Kermalo, 100 cwts linseed, Knoop & Co.

FOR HONGKONG.

Gwalior s, 25 packages red raisin, Dajeebhoy Bhicajee & Co ; 11 chests opium, E Sassoon ; 333½ cwts fishmaws and sharkfins, Currimbhoy Ebram ; 75 cwts sumadastone & 2 case combaystone, F Ameejee ; 21 chests opium, E J Abraham ; 777 bales cotton & 39 chests opium, Nursee Kessowjee & Co ; 200 bales twist, The New D P S & W Co ; 38 cwts bessabole, P Mooljee ; 66 cwts sandal wood M Maneckjee & Co ; 101 bales cotton, Finlay, Scott & Co ; 137 chests opium, David Sassoon & Co ; 17 cwts sharkfins & 3 cwts fishmaws, 449 cwts raisins, Ebram Hassum ; 30 bales cotton, Jaraz Peerbhoy ; 6 cases sharkfins, 4 cases fishmaws, M Dama ; 26 chests opium, H A E & Co.

FOR SHANGHAI.

Gwalior s, 65 chests opium, Nursee Kessowjee & Co ; 15½ chests opium, R Jugonath.

MILITARY INTELLIGENCE.

ARRIVALS.—MARCH 17.

Drury, Colonel, Bengal Staff Corps, on furlough, from Fort Kangra.

MARCH 18.

Glasgow, Lieut, Bengal ... Regt, on leave, from ...
Reid, Lieut, Bengal 11th Hussars, to appear before a medical board, from Umballa.
Dwyer, Vet Surg, Bengal R H A, to appear before a medical board, from Umballa.
Hosack, Lieut, Bengal 14th Regt, to appear before a medical board, from Seetapore.
Graham, Captain, Bengal Royal Artillery, to appear before a medical board, from Lucknow.
Mainwaring, Colonel, Bombay 30th Regt, on medical certificate, from Jacobabad.
Alexander, Lieut Col, Bombay 1st Sind Horse, on medical certificate, from Jacobabad.
McKellar, Surg Major, Bengal 1st Cavalry, on furlough, from Calcutta.
Baker, Lieut, Bengal Royal Artillery, on leave, from Lucknow.
Moore, Sub Lieut, Bengal 60th Rifles, to appear before a medical board, from Sealkote.

DEPARTURES—MARCH. 18.

Osborne, Captain, Bengal 13th Hussars, from leave, to Lucknow.
Garratt, Vet Surg, Bengal 13th Hussars, on duty, to Lucknow.
Hemans, Captain, Madras Staff Corps, on duty, to Lucknow.
Clare, Captain, Bengal 16th Regt N I, to join, to Julpigoree.

MARCH 19

Whitworth, Lieut, Bengal 1st 16th Foot, to join, to Sealkote
Mellies, Lieut Col, Bombay Staff Corps, to join, to Allahabad
Greenaway, Lieut, Bengal 40th Regt, to join, to Lucknow.
Pearson, Lieut, Bengal 4th Hussars, to join, to Rawul Pindee.
Chatfield, Captain, Bengal 51st Infantry, to join, to Fyzabad.
Lewes, Major, Bombay Royal Artillery, on duty, to Hydrabad.
Murray, Captain, Bengal 109th Regt, to join, to Dinapore.
Murphy, Lieut, Bengal 109th Regt, to join, to Dinapore.
Loy, Lieut, Bengal 109th Regt, to join, to Dinapore.
Allfrey, Lieut, Bengal 15th Hussars, on duty, to Meerut.
Burk, Lieut, Bengal 15th Hussars, on duty, to Meerut.
Lindsay, Lieut Col, Bengal Royal Artillery, to join, to Bareilly.

HIGH COURT.—20TH MARCH.

(Before the Honorable SIR CHARLES SARGENT, Kt.)

LONG CAUSES.

398-74—A Framjee—Manockjee Framjee v Dwarkadas Hurgovundas—Shapoorjee and Thacurdas.
360-74—Chalk and Turner—Bhecoo Emma v Essoo Emma—Jefferson and Payne.
139-74—Shapoorjee and Thacurdas—Eduljee Rustomjee S v Eduljee Hormusjee B—Hearn, Cleveland and Lee-Warner
410-74—Lynch and Tyabjee—Hassumbhoy Goolam Hoossein v Sallay Mahomed Suchhadeena—Settled.
419-74—Prescot and Winter—Rughunath Gunesh v Bhaoo Raghunath and others—Tyabji and Syani.
422-74—Craigie Lynch and Owen—Khatao Mukanjee v His Highness Aga Khan.
424 74—Tyabjee and Syani—Gomabai widow v Heerabai widow and another—Shamrao.
425-74—Jefferson and P—Bai Panchee v Veerjee Jairam—Shamrao.

(Before the Honorable MR. JUSTICE BAYLEY.)

LONG CAUSES.

129-73—Rimington, Hore and Langley—Parvuttibai widow v Morarjee Goculdas and others—Tyabjee and Syani.
467-74—Jefferson and P—Custoor Saila and others v Vundrawun Vizlal and others—Ghandhibhoy.
104-75—Ghandhibhoy—Vundrawan Vizlal v Custoor Saila and others—Jefferson and P.

(Before the Honorab'e MR. JUSTICE GREEN.)

LONG CAUSES.

215-73—Jefferson and P—Suntooka Roopajee v Futna Deepajee—Rimington H-L.
210-73—M H Khan—Narrayen Juggonnath v Ramchund Dinanath—Tyabjee and S.
260-73—Craigie L and O—Ebrahim bin Rajub v Hurnath Roopajee—Jefferson and P.
331-74—Pestonjee K—Dadoo Fakeera and others v Emambi and another—Fletcher and S.
325-74—Crawford and B—Foolvahoo widow v Gomtibai widow—Shapurjee and T.
... —Nusserwanjee Ardaseer Wadia v The Trustees of the Port of Bombay—Hearn C and L.
308-74—In person—Munguljee Vuljee and other v Jehangirshaw Erutshaw—Ardaseer F.
700-71—Shapurji and T—Jumnadass Balkissondass v Shaik Abdul bin Salem—Macfarlane.
317-74—Shamrao—Antajee Suksram Pandit v Anundrow Vinaek and another—M M Munshi.
272-74—Hearn, C and L—Ahmed bin Hajee Mahomed v Tricomjee Welljee and Co.—Shamrao.
339-74—Mr. Fletcher—Ashubai widow of Oosman v Ballabai widow.
91-75—Munshi—Bhaichund Javerdas v Henry Gamble—Rimington, Hore and Langly.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After packet
United Kingdom	Mar. 22 ...	6-30 P.M.	... 7 P.M.
Kurrachee	" 22 ...	11 A.M.	... 12 A.M.
Persian Gulf via Kurrachee.	" 22 ...	11 A.M.	... 12 A.M.
Australian	April. 3 ...	3-30 P.M.	No after packet.
China	Mar. 23 ...	3-30 P.M.	
Mauritius and Reunion	Mar. 22 ...	6-30 P.M.	... 7 P.M.
Zanzibar, &c.	April 12 ...	6-30 P.M.	... 7 P.M.

AUSTRALIAN MAILS.

Saturday ....April 3 P.M. 3 | Saturday ....May 1 3 P.M.

In accordance with the above, Mails for Ceylon, Penang, Singapore, Hongkong, and the Australian Colonies will be closed at the General Post Office at 3 P.M.

Registered Letters will be received until 1 P.M. on the above dates.

MAILS FOR KURRACHEE.

The B. I. S. N. Company's Contract Steamers will be despatched from Bombay to Kurrachee twice in a week, viz., on every Monday and Friday, until further notice.

PERSIAN GULF MAILS.

The Mail Service by the Contract Steamers of the British India Steam Navigation Company between Bombay and the Persian Gulf will be weekly instead of fortnightly, as formerly.

A Mail will be despatched every *Friday* during the fair season.

To Calcutta touching at the several Coast Stations.

Mails to Calcutta, and for at the several Coast Stations, per B. I. S. N. Company's Contract Steamers, are despatched from Bombay on every Saturday during the fair season.

On every Wednesday until further notice, an extra steamer of the B. I. S. N. Company is despatched to Carwar, touching at the intermediate ports. Mails for Rutnagherry, Malwan, Vingorla, Goa and Cawar are made up for that opportunity.

Registered and ordinary Letters, as well as Book and Sample Packets and Parcels, can be posted up to 11 A.M. at the G. P. O., and late fee letters up to 1-30 on the day of departure of the Steamer, as above shown.

The latest hour for posting at Branch Post Office is 10-30 A.M.

NOTICE TO CORRESPONDENTS.

X. Y. Z.—You have not authenticated your letter. Your statements may be correct, but they require some figures to support them.

DOMESTIC OCCURRENCES.

THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTHS.

MACFARLANE—March 19th, at 81 Breach Candy, Bombay, the wife of John Macfarlane Esq., Solicitor, of a daughter.

NEWBORN—March 18th, at Victoria Cross Road, Mazagon, the wife of Charles Newborn, of a son.

MARRIAGE.

YATES—DANVERS SMITH—March 18th, at Byculla Church by the Revd. George Reynell, Frank Vallencey Byam, son of the late Captain Charles Yates, of the Nizams Cavalry, to Henrietta Charlotte, daughter of Captain Danvers Smith.

OTHER PRESIDENCIES.

BIRTHS.

BIRCH—March 12th, at Hazareebagh, the wife of Edward A. Birch, Esq., F.R. C.S., Civil Surgeon, of a son

PAYNE—March 7th, at Nandair, the wife Chas. J. Payne, Esq., District Engineer, H. H. the Nizam's P. W. D., of a son.

DEATHS.

CLOGSTOUN—March 11th, at Madras, Caroline Standish, daughter of Herbert Clogstoun, Madras Civil Service, aged 9 months.

TURNER—March 14th, at Vepery, Mrs. A. F. C. Turner, aged 75.

The Bombay Gazette.

SATURDAY, MARCH 20, 1875.

THE very slight degree of interest taken in the Indian Budget is ascribed by complimentary critics to the public confidence in the financial ability and soundness of judgment of Lord Northbrook. The taxpayers are in fact, it is alleged, quite ready to accept with thankfulness whatever fate his lordship may think they deserve. Surely, this is carrying flattery a little too far? Those of the taxpayers who know how to make their voices heard would complain loudly enough if they had anything to complain of; and the simple and natural explanation of their indifference to the Budget is that taxation in this country is hardly felt except by the cultivators of the soil, who are only beginning to learn the art of making their grievances known through the newspapers. One of the great moral advantages of the Income Tax was that it touched the pocket of the well-to-do citizen, English or native, who before had not known what taxation in India meant, and that it forced him, for the sake of his own interest, to subject every year to keen and searching criticism the financial statements of the Government of India, and to keep up a constant agitation for administrative reform and rigid economy in expenditure. We once heard of an editor, who came out to this country on a big salary, and who had such a dislike to statistics that no persuasion or remonstrance could induce him to write a line on financial subjects. Suddenly, however, the Finance Minister of the day doubled the Income Tax; and, moved to wrath by this attack upon his purse, the editor developed an extraordinary natural talent for finance, writing a series of withering articles to prove that the man who had had the audacity to meddle with his salary ought to be hanged, and urging, with amazing vigour and fluency, that it were better for the State that all the Public Works in the country should be abandoned than that any English official or adventurer who had come out to this country to make money should be compelled to pay for the support of the Government even a single rupee of toll on his righteous gains. There were a great many people in India at that time who thought and spoke like this gentleman; so that not only did they eagerly discuss the Indian Budgets, but the useful result of their united clamour was the appointment, by the House of Commons, of the East Indian Finance Committee, which has done some remarkably good work in collecting and arranging valuable statistical information. But no sooner had the Indian Income Tax been abolished, than the Budget ceased to be a matter of the smallest concern to Anglo-Indians generally and to wealthy native townsmen, and we doubt if one in a hundred of our readers have this year taken the trouble to peruse Sir William Muir's very uninteresting Financial Statement. Why should they? They do not feel the pressure of any of the principal taxes which help to fill the Indian Treasury. They do not contribute to the Land Revenue; they are not consumers of Opium; they eat so little Salt that the duty paid by them on this article of diet is quite infinitesimal. The only taxes which affect them at all are the Customs Duties on wines and spirits and some other foreign goods, and the Stamps payable on business transactions; and they really do not feel the insignificant deductions from their income which these imposts entail. In fact, it would be impossible to name any other country possessing a civilized and costly Government in which a rich trader or professional man is so entirely exempt from taxation as he is in India. The Government of India certainly consulted its own ease in doing away with the Income Tax, for it silenced in this way an incessant and formidable agitation; but the moral effect of the change has been bad for the country, for it has put an end to that healthy criticism of the Government's financial policy which sprang from the intelligent selfishness that is usually called public spirit.

There can be no worse state of mind politically than that which prompts the contented acquiescence of the public in the financial decrees of a Government having a revenue of fifty millions to spend; and we do not remember any time, in our experience of India, when the press and the public were so apathetic as they are now regarding what becomes of the public money. It would almost be worth while to re-impose the Income Tax for the special purpose of re-awakening in the public mind a vehement impatience of taxation. For it cannot be said that the existing condition of the finances is at all satisfactory. In the brief remarks we offered a few days ago on the telegraphic summary of the Budget we noticed it as a strange thing that Sir William Muir seemed to have provided for a net deficiency of a million on the year. It turns out, however, that the abstract of the Budget was only badly expressed. The Finance Minister shows a deficit of 3¾ millions, and takes this sum out of the Cash Balances, and, as the subtraction of so large a sum brings the Balances below what is considered a safe level, he borrows 2¾ millions to raise them to the required minimum, in India, of 15 millions at the close of the financial year 1875-76. But we would now ask anyone who has studied Sir W. Muir's figures, and compared them carefully with those of previous years, if the estimates for 1875-76 are not alarming. There are some persons who are always complaining of the bloated state of the Cash Balances, and insisting that the Government might carry on its work very well with only ten instead of fifteen millions in its Treasuries. Such a reduction in the amount of ready money at the command of the State would, however, be very hazardous. No military despotism ruling over an alien population can afford to deprive itself of the sinews of war; and we know that it is the policy of the sagacious chiefs of the restored German Empire, although they can always count on the support of a patriotic people, to keep the military chest at Berlin always full lest they should be straitened for means at the outset of a campaign. In India, where the first symptoms of disturbance injure the credit of the Government and often even deprive it of the power of collecting revenue over a large tract of country, it would be an act of madness to empty the Treasuries of ready money for the sake of saving a few thousands a year in interest. On this point we must be guided by the opinion of the men responsible for the preservation of order, and their estimate is that in view of all contingences they cannot do with a less sum than fifteen millions.

We own that, for our part, we cannot view with equanimity the reduction of the Cash Balances from nearly 19 millions at the close of 1873 to only 15 millions at the close of 1876, since there seems to be no way left of replenishing them in case of need except by loans. The revenue for 1875-76 is estimated at £49,820,000 and the ordinary expenditure at £49,314,000, so that, if no money were spent during the year on extraordinary public works, there would be a surplus of half a million. But compare this petty surplus with the two millions to which the ordinary surplus amounted in each of the years 1873-74 and 1874-75. Evidently, the finances cannot be in so prosperous a condition as could be wished, when the ordinary expenditure has nearly reached the level of the revenue—which has remained nearly stationary during the last three years. Moreover, even the small surplus estimated for by Sir William Muir is only secured by the abandonment of the prudent practice of placing the Opium Revenue at a very low figure. The new Finance Minister has determined that he may safely put his Opium estimate at 5¾ instead of 5½ millions, so that the surplus of his Budget Estimate is not likely to be exceeded in his Regular Estimate, as has usually happened of late years. We have then the surplus as well as the amount of the Cash Balances reduced to a minimum; while a fresh loan of nearly three millions is announced for what are still described as reproductive works, though works of a similar character yield such small returns that, as we have said, the revenue remains stationary, or is only increased by the increase of the Chinese demand for Opium. He must be a cheerful Finance Minister who thinks the state of his Department is satisfactory, when he is compelled to go on borrowing from year to year in order to pay his way, and when, besides, every Provincial Government in the country loudly proclaims that it is starved to enable the Imperial Government to show a good balance-sheet.

NOTES OF THE DAY.

WE extract to-day in another column, from the English papers, the report of an important shipping case, in which all shipowners and shippers of cargo will feel considerable interest. The action brought was to recover the value of six armour-plates weighing some of them 18 tons and others about 15 tons. They were intended for the Russian Government to be used in the construction of a turret-ship called Peter the Great. These heavy goods seen to have been improperly stowed away in the ship's hold, and before the vessel had been out 12 hours these heavy armour-plates broke loose and forced a hole in the side of the ship and after a short time she went down. The Judge pointed out to the jury that every shipowner has the duty cast upon him to make his ship reasonably fit to encounter the perils which may reasonably be expected on the voyage for which the vessel is intended. The ship cannot be made absolutely perfect, but what is required to be done is that she shall be reasonably sea-worthy and fit to encounter those perils. The jury, after retiring for about an hour, returned into court and found, in answer to the two questions left, that the ship was not in a fit state to encounter the perils, and that the unfitness was the cause of the loss. This was a verdict for the plaintiff. The amount claimed was something over £6,000.

THE Aden telegram, published in our issue of yesterday, that Lieutenant-Colonel Penn, R. A., had been placed under arrest by Major Phipps Commanding the Artillery, must have been a startling piece of news to the public and our Military readers in particular. Lieutenant-Colonel Penn, C. B., commands the Royal Artillery of the Aden Division and Major Phipps the 6th Battery of the 6th Brigade. Colonel Penn was well-known throughout the Abyssinian campaign and had previously seen considerable service in the Crimea. We take the following from Hart's Army List :—"Lieutenant-Colonel Penn served in the Crimean Campaign of 1854-55 as an Assistant Engineer with the Siege Train in the trenches before Sebastopol and at the bombardment of 17th October, 9th April, and 6th and 27th June; he was also at the battle of Inkerman, Medal with two clasps, Brevet of Major, Sardinian and Turkish Medals, and 4th class of the Mejidie. Commanded a Steel Mountain Battery throughout the Abyssinian Campaign from 29th December 1867 and was present at the action of Arogee and capture of Magdala (mentioned in despatches,) C.B. and Medal." We suppose that a General Court Martial will be the result; for there must be some very grave and painful circumstances connected with the case, which could justify a junior officer taking upon himself the sole and serious responsibility of placing his senior in arrest. So very exceptional an assumption of authority is only possible when any glaring act of impropriety, such as drunkenness, a quarrel, fray, or disorder, has been committed, and for these cases provision has been made in the Articles of War, which both officers must have been fully conversant of. Doubtless the matter has caused some excitement amongst the Aden community, and the details of the case when fully made known will be of interest to not a few.

As a carping contemporary has chosen to express the opinion of a very small minority as to the arrangements made for the comfort of persons attending the sittings of the Commission at Baroda, it gives us much pleasure to state the real facts. There was very little time to make any arrangements at all. As soon as the work was entrusted to Dr. Seward he set about enlarging the Cantonment Magistrate's office, the only public building in Baroda. In this way, out of a small and inconvenient room, a spacious and commodious court-house was made. It was foreseen that the public would crowd every available space; and, as the hot weather had begun, the matter of ventilation would affect not only comfort but health. In an enquiry about poisoning, it would have been unbecoming to poison everybody with carbonic-acid gas. At the same time, without shade, the heat and glare would have been terrific; and the people who would have suffered most would have been the common people in the body of the hall. Dr. Seward avoided both the Scylla of bad air and the Charybdis of heat by devising a system of ventilation at the roof by which the bad air passed away at the eaves and the glare on the sides was excluded by tatties. An ample table was provided for the Bar and Reporters below the Bench. A set of cushioned seats was arranged for the ladies; and another set opposite them for their gallant defenders, the military officers. Reserved seats were partitioned off for all sorts of persons, native as well as European, who had any claim to consideration. The order of the court was preserved by Fusiliers, acting as constables; and by policemen under Captain Seagrave. Not a single complaint was received, except now and then when a stray student or karkoon, failing to get a chair, had to sit among the Brahmins and Banians on the benches in the hall; while we understand that the gentlemen engaged in the case, we mean the Commissioners, the Bar, solicitors, and others, were unanimous in their sense of the efficiency of all the arrangements made by Dr. Seward, who in the active discharge of his other medical, magisterial, and political duties found time to look after the personal comfort of perhaps more people than have thanked him yet. The highest testimony to the success of his efforts was daily given by the presence of fair ladies who used to come to knit and sew, of officers who found the coolness conducive to slumbers in spite of the witnesses and the eloquence of the Bar, and of numerous private soldiers who were glad to leave their tents and enjoy the comparative comfort of the Commission building.

THE condition of the Eurasian population forty-five years ago was no better than it is now. At that time a Select Committee of the House of Lords was appointed to enquire into the affairs of the East India Company and its trading operations, and at the same time there was to be an enquiry made about the education of Eurasians and their children. The number of the Eurasian population 45 years ago in Calcutta and all the provinces was estimated at 20,000, rather more than half of whom resided in Calcutta. The education of the children of the Eurasians was then neglected, no funds were allowed out of the grant made by act of Parliament for the education of the natives, persons of "half blood" were not included in the grant. There were then three institutions in Calcutta in which children of Eurasians could be educated and where they might remain till they were 18 years of age, but they had no collegiate education after that. Many of the parents were in a state of great destitution and their children received no education at all. The Government appears to have steadily refused assistance to this class of the population for some time, and yielded only when application was made on their behalf by Europeans, when grants were made to the benevolent and similar institutions. So many difficulties had to be encountered by Eurasian parents in finding employment for their children that those who resided in the interior preferred to bring up their children as Mahomedans rather than Christians. These children were treated as native subjects in all respects. The children of some of the wealthier Europeans, who had married native women, were not more fortunate than their poorer brethren, for though many of them received in England a first rate education and obtained diplomas of Doctors of medicine, they found that the state of society in India was so prejudiced that many of them returned to Europe to practise there. The present condition of the Eurasian population is owing, in a very great degree, to the long and almost persitent neglect with which the Government of India have treated this large class of persons. The condition in which such a large proportion of Eurasians are now involved arises from causes over which they, as a body, have had very little control, and does not warrant the attaching of a stigma to them as though they wilfully had selected to leave their children in ignorance and to incur its consequences to moral and physical degradation. There are many instances of Eurasians having arisen to high offices, and of having attained to wealth and good commercial position, but the class has been neglected too long, and, as its history becomes better known, the prejudices that warp public opinion on this subject will soften and be in a great measure removed.

COLONEL PHAYRE AND SERJEANT BALLANTINE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—There appears to be a substantial consensus of opinion that Serjeant Ballantine's attempt to discredit Colonel Phayre as the chief witness in the trial at Baroda on account of his removal from Scinde in 1872 was as unfair as it was ill-judged. It was clear that Colonel Phayre's action as Political Superintendent in Upper Scinde during the years 1871 and 1872 could have no possible connection with an attempt made to murder Colonel Phayre as Resident at Baroda in November 1874; and of this fact no one was probably better aware than Serjeant Ballantine himself, notwithstanding the elaborate manner in which he pretended to justify himself in replying to the very natural objections of the Advocate-General. It may be doubted, however, whether Serjeant Ballantine was fully aware of the extreme imprudence of attempting to prove that the Gaekwar had full knowledge of the terms used by the Bombay Government in condemning Colonel Phayre in the Resolution quoted by him. Serjeant Ballantine and his advisers ought, at any rate, to have been aware that the only channel of communication between the Bombay Government and the Gaekwar was the Resident himself; and that, under these circumstances, it was inconceivable that a document of this nature could ever have been forwarded by Colonel Phayre, in the ordinary course of business, for the information of the Gaekwar. No satisfactory explanation, it is now evident, can be given of the manner in which he and his party became possessed of a copy of a document which could only have been obtained from the Government records, and which, it is morally certain, could not have been obtained with the consent or concurrence of Government.

It is unfortunately notorious that the Government Secretariats are more or less accessible to corrupt influences; but it was an act of astounding imprudence on the part of the Gaekwar's chief advocate to base on so suspicious a document an argument that the Gaekwar would not have attempted to poison Col. Phayre, because he was aware that the Bombay Government had formerly condemned Col. Phayre's action with reference to his exposure of certain serious frauds in Scinde.

It is only reasonable to suppose that the Gaekwar's advisers in examining Col. Phayre regarding his antecedents in Scinde were ignorant of the resolution which was subsequently passed, cancelling the first resolution and exonerating Col. Phayre from all blame whatever. It is singular, however, that they should have allowed themselves to fall into so manifest a trap, and to afford Colonel Phayre the opportunity of vindicating himself successfully from hostile criticism and turning the tables most completely on an assailant who has shown himself to be as unscrupulous as he is unfair.

Col. Phayre has nothing whatever to fear from the closest and most hostile scrutiny of his antecedents in Scinde or elsewhere. His public services in Scinde during the three years that he held the office of Political Superintendent on the frontier were of a most distinguished kind; and have been acknowledged in the most handsome way by Government. Colonel Phayre's name will ever be connected with the public exposure and suppression of two gigantic series of frauds, which had been flourishing for years unchecked, and undiscovered by any of Colonel Phayre's immediate predecessors, and by means of which an enormous amount of public revenue had been misappropriated by a notorious clique of Government subordinates. The difficulties with which Colonel Phayre had to contend in the successful exposure of what are now known as the Barron frauds will not soon be forgotten. Had it not been for his indomitable energy, perseverance, and ability, it is certain that the formidable conspiracy, which prevailed to defraud the Government revenue in Upper Scinde, would never have been detected and put a stop to.

Colonel Phayre's subsequent exposure of another wholesale system of revenue frauds was the immediate occasion of the publication of the adverse resolution to which such prominence has now been given by Serjeant Ballantine. Apart from Colonel Phayre's explanation, as elicited in his re-examination by the Advocate-General, it is well known that this resolution was published by Sir Seymour Fitzgerald's government at the instance of Sir W. Merewether after Colonel Phayre had left India, and without giving Colonel Phayre any opportunity of explaining or justifying his action. It now appears that no sooner had Colonel Phayre returned to India than he protested against the adverse resolution which had been published in his absence, and submitted a full explanation of his whole proceedings. The result of Colonel Phayre's explanation was that another resolution was published by Government, virtually cancelling the first, exonerating Colonel Phayre from all blame, and adopting the conclusion at which Colonel Phayre had arrived regarding the character of the revenue frauds which he had reported.

The adverse resolution above referred to had no connection whatever with Colonel Phayre's removal from Scinde, which was wholly due to the fact that he and Sir William Merewether differed in opinion on some important questions relating to the policy to be observed towards the Khan of Khelat and the frontier tribes. Whether Sir W. Merewether or Colonel Phayre was right in an intricate and disputed question of public policy there are no means of pronouncing confidently. It is well known, however, that Colonel Phayre's views were supported at the time by the late Lord Mayo and by the Punjab Government, while, on the other hand, they were controverted by Sir Seymour Fitzgerald and by the present Commissioner in Scinde. The fact, however, that the Supreme Government have now definitely ordered the policy advocated by Colonel Phayre to be adopted, would appear to indicate that Colonel Phayre's removal from Scinde in 1872 was an act of doubtful justice or expediency. Serjeant Ballantine's ill-timed attempt to throw discredit on Colonel Phayre's antecedents will probably only have the effect of more speedily securing to that deserving officer the justice which has so long been denied to him.

POLITICAL.

March, 18th.

MR. PEDDER AND THE WATER SUPPLY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—The subject of the water supply of Bombay is so important a one that I do not scruple to ask for space for a few remarks on your article of this morning.

I have always held, and still hold, that the Corporation should make up its mind to be satisfied for a good many years to come with the supply of about 24 gallons a head which Vehar-*cum*-Tulsi will give.

If, however, the Corporation differs from me in this view and holds that the supply should be still further increased as soon as it is possible to provide funds to do so, then I say that Ewoor should be the next lake constructed. And if so, on account of the eventual saving, we should now spend 7 lacs more than I propose to do to lay a main from Tulsi which will carry the Ewoor water as well as the Tulsi water.

The first point, then, on which, in my humble opinion, the Town Council should now try to make up their minds, is whether I am right or wrong in holding that we should be satisfied with a supply of 24 gallons.

You say that my financial scheme has broken down. I am very sorry to hear it, for your belief shows that I am entirely wanting in the power of lucid exposition. I will try again to explain.

I assume that we shall now pay off the first 15-lac loan and that Government will consolidate the rest of the debt, as originally proposed by me, charging interest only till the works are complete. By this we shall save on our present payments Rs. 1,17,000 a year till the works are complete, Rs. 2,05,000 a year afterwards.

If we raise a loan of 36 lacs, enough to pay for my Tulsi project only, we should, when the works are complete, have to pay Rs. 2,17,000 as interest and sinking fund on that loan, or Rs. 12,000 more than the saving. As increased revenue from water will certainly yield not less than Rs. 25,000, we shall make a profit of Rs. 10,000 or Rs. 20,000 a year and have the advantages of the Tulsi supply into the bargain. I fail to see how my financial scheme can fairly be said to have broken down, though doubtless it would have been more attractive had we not lost the Police contribution.

If, however, we raise 52 lacs instead of 36, enough to pay for the larger main from Tulsi and for a very complete scheme of surface drainage, interest and sinking fund on this loan will amount to Rs. 3,12,000 or Rs. 1,07,000 more than the saving effected by my financial scheme. As we have lost the Police contribution we should have to provide (allowing for increase in water revenue) Rs. 80,000 or 90,000 a year, either by increased taxation or by reductions in expenditure, till 1883, when we shall have 1½ lac at our disposal from the interest on the Local Debt.—I have &c.,

W. G. PEDDER.
Municipal Commissioner.

Bombay, 19th March.

BOMBAY.

TRAMWAY CARS FOR NATIVE FEMALES.—It is stated that the managers of the Bombay Tramway Company intend to run special cars for native females from next month.

BEGGING.—13 Hindus, 7 Hindu women and 2 Mahomedans were yesterday charged before Mr. Nana Morojee with having committed the above offence, and were dismissed with a caution.

ARRIVAL OF TROOPS.—The following details of troops were landed on Thursday last from the troopship Jumna and sent on by special trains to Deolalee :—72 officers, 8 ladies and 11 children ; 1,044 men, 116 women and 210 children.

THE DISTRICT PLEADERS' EXAMINATION.—Out of one hundred and fifty candidates only thirty have passed this examination. Of the successful candidates twenty nine are Hindoos, and only one, a Parsee, Mr. Kharsetji Nassarwanji Wadia.

WE hear that a very well-known Khoja merchant of Bombay, connected with the Bombay Spinning Mills who has speculated largely in opium and other articles, has met with serious losses, and is endeavouring to make a compromise with his creditors in which he will probably succeed.

A NEW SCHEME.—We understand that Mr. S. A. Johnson, of Bombay, has submitted to the Municipal Commissioner a proposal for a scheme which, by connecting Tulsi outfall with the Vehar Mains and placing reservoirs on Malabar Hill and Mazagon heights, will give double the water supply and cost 15 lakhs of rupees *less* than the estimated outlay for Mr. Pedder's scheme.

ARRIVAL OF A CHIEF.—The Jahageerdar of Jutt, better known by the name of Dufley, we understand, came to Bombay on Thursday night and has taken up his residence in a hut near the Obelisk road. His visit seems to be of a secret nature. The administration of his chiefship has been assumed by the British Government by appointing a Karbari, as the chief was found incapable of managing his own estates.

THE BAND OF THE BORDERERS.—We continue to receive small sums on behalf of the testimonial which it has been proposed to give to the Band of the Borderers, whose excellent playing afforded so much pleasure to those who are in the habit of attending the Band stand. The following sums have been received, making the sum of Rs. 145 altogether in hand :—J. S. Re. 1; C. W. 1; G. F. H. Re. 1; J. R. B. Re. 1; P. F. Re. 1; J. S. Re. 1; E. C. Re. 1; J. W. Re. 1; H. F. Re. 1.

ASSAULT.—A Parsee cook named Cowasjee Jamsetjee was yesterday charged, at the instance of Bhimee woman, with having assaulted her on the previous day The complainant said that she was selling fish, and that the defendant wanted to buy some from her which she had already sold. On her refusing to let him have it, he assaulted her by striking her with his fists. Mr. Nana Morojee, before whom the case was herd, fined the defendant Rs. 10, and directed that one half of the amount, if recovered, should be paid to the complainant: failing the payment of the fine His Worship directed the prisoner to be incarcerated in H. M.'s Jail for three weeks.

THE Mangalore correspondent of the *Cochin Argus* writes on Tuesday as follows :—The s. s. Patna which arrived here this morning lost a seaman overboard, and by the time she stopped her engine to pick up the man she got herself a little bit out of her course. She made way again and was sailing at about six knots an hour in four fathoms of water when all of a sudden she grounded on a spit 2½ fathoms deep; fortunately for her there were no stones, so that she could at once come back to a safe anchorage without sustaining any damage whatever. I would here draw the attention of the Master Attendant of Madras to the way this port is neglected. Why cannot a few buoys be put up to warn ships of the dangers of the port; surely a few buoys won't cost much. Government can well afford to supply them. The whole fact is that because we haven't a Master Attendant to protect shipping interests such accidents happen, and it is only a wonder that they are of rare occurrence.

BAPTISM OF A HINDU YOUTH AT MADRAS.—On Sunday last, a lad of the name of Cundasawmy Mudali was baptized by the Rev. Mr. Burgess, of the Wesleyan Mission Institution, Royapettah. We understand that within the last fourteen or fifteen months, eleven youths have been admitted by baptism into the Christian Church from the Royapettah Institution.—*Madras Mail.*

MURDER IN THE NATIVE TOWN.

BETWEEN two and three o'clock yesterday afternoon, a Hindoo was murdered by two Moguls outside the Mogul mosque near the Baboola Tank. It seems that the Hindoo was about to purchase a water-melon of one of the two Moguls named Syed Hasseo, and whilst endeavouring to reduce the price of the melon by one pice the Mogul got angry and after abusing the Hindoo struck him on the side and chest and knocked him down by a blow on the left eye, and as he lay on the ground another Mogul, Meerjah Hasson, kicked him. In the confusion that followed the first named Mogul escaped, but was found after some difficulty, concealed in his mother's house, by Inspector Sweeney who lodged both the men in the Oomercarry Jail. The unfortunate Hindoo was carried to the J. J. Hospital where he died soon after his arrival there. An inquest was held on the body but was adjourned for the purpose of allowing a *post mortem* examination of the body to be made.

THE PATHAN'S ENGLISH WIVES.

AT the Girgaum Police Court yesterday, considerable interest was excited by the presence of the two European women, who recently arrived in Bombay from Australia, in company with two Pathans, to whom they claimed to have been married. The women in question it appears, after leaving Bombay, proceeded with their *quasi* husbands to Kurrachee, where for the first time they became acquainted with the fact that Candahar is not a portion of British India nor even of British territory. On having their minds enlarged by learning this interesting geographical fact, they became alarmed as they thought of the possible consequences of going to live with the objects of their attachment beyond the pale of British jurisdiction, and decided not to trust themselves any further than Kurrachee where they accordingly waited on Mr. Gibbons the Chief Magistrate, and having explained to him that they were entirely unprovided with money, and unable to provide for themselves, requested that he would send them back to Australia, where they had prospects of employment. Having considered the question, Mr. Gibbons took the applicants' declarations and forwarded them to Bombay under the care of Constable Holmes, of the Kurrachee Police, by whom, they were yesterday, placed before Mr. Dossabhoy Framjee at the Girgaum Police Court, and charged with being vagrants. Their names are Amelia Couch and, Caroline Hand. They presented a very respectable appearance, such as European domestic servants generally do, one being dressed in a light green walking dress, trimmed with black, and set off by a neat white frill and cuffs to match, and a white straw sailor's hat, trimmed with a deep black ribbon, and would some fifteen months back, have presented, in the same costume, a most fashionable appearance. The other was robed in a dress of the same season and style, but of a light slate colour, and wore a white straw hat trimmed with black velvet, and adorned with a large ostrich feather. She likewise wore a pendant in each ear. Both women were rather above than below the middle height, good looking and well made, and seemed not over much depressed in spirits at the peculiar position they occupied.

Upon reading over their depositions, the Magistrate said that he doubted whether the Vagrancy Act was intended to apply to females, but as the first class Magistrate at Kurrachee had already declared the women to be vagrants, it was not for him to question the legality of his order; and he would, therefore, under clause II. of Sec. 7 of the Vagrancy Act remand the parties to the charge of the Commissioner of Police with a request that every assistance might be rendered them in obtaining employment in this city, but that if suitable employment could not be found, then, as there was no accomodation for females in the Government Workhouse, that Government might be addressed on the subject of their deportation to Australia or Europe, as was done in the case of Emily Jane Reynolds, who was sent down to Bombay in 1873 by the authorities at Allahabad, and subsequently provided with a passage to Europe at the expense of the Government.

The following are the statements made by the women :—

Declaration made by Amelia Couch before Mr. Francis Gibbons, City Magistrate of the first class at Kurrachee, on the 13th inst. I am 24 years of age and am a Christian. I was born in Falmouth Harbour, and believe that I am married to a mussulman named Hajee Mherban, a Pathan. I am not otherwise married. I was last in Australia, to which place emigrated in 1864 from ... until sometime back, I remained in ... I have no relations in Australia, but I ... brothers in England named John, ... Robert, one of them is in Falmouth ... others are in Sheerness, they are sailors. I have not heard from ... the last twelve months. I left Australia in the steamer about five weeks ago in company with Caroline Hand and the two Pathan's, to one of whom, I believe, I am married, and with whom I am now living. I made the acquaintance of this mussulman about a fortnight before we left Adelaide, Australia. He asked me to go with him to his country, and I said that I would. We were then married. No ceremony was performed, but we went to the Scotch Church at North Terrace, and a certificate, which I produce, was given to us by a man professing to be a Christian Minister, but who is unknown to me. On learning that Hajee Mherban's country, Candahar—is not in British territory I do not wish to go there to live with him, although he has treated me very well, and paid my passage from Adelaide. I therefore wish to be sent back to Adelaide, but not to my friends at home. I have no money, and no property except some clothes and a ring.

The declaration of Caroline Hand, as sworn before Mr Gibbons is so much alike that of her companion's that we refrain from giving even the substance of it. The following facts, peculiar to her declaration, will, however, be found interesting :—

I am twenty two years of age and was born in the parish of Redruth, in Cornwall, England. I went to Australia seven years ago, and remained in service there until lately. I have a mother and four sisters in England, but no relations in Australia. My mother is a widow, and goes out nursing. Two of my sisters, who are unmarried, live with her. My other sisters are married and live with their husbands, one of whom, named Samuel Clarke, is a coachbuilder, and the other James Barnett a miner. I heard from home about six months ago, but have lost the address, which is somewhere in Nottinghamshire. * * * I was not married to the Pathan in a church but by some of his own people, who went through a ceremony I could not understand, and gave me a certificate written in a foreign language which I have torn into pieces, which I produce.

The certificate produced by Amelia Couch is noted by Mr Gibbons as having every appearance of being a forgery, the other certificate appears to be written in the Pushtoo language.

A DECREE FOR A DISSOLUTION OF MARRIAGE.

HENRY LENNON V. EMMA SOPHIA LENNON AND MEER AHMED KHAN.

AT the High Court on Tuesday last, the above case was heard before Mr. Justice Green, in which the petitioner prayed for a dissolution of marriage on the ground of his wife's adultery with the co-respondent. Mr. Hart, with Mr. Farran, instructed by Mr. Fletcher Paupers' Attorney, was for the petitioner. The respondent and co-respondent were not represented.

The summons in the case was served on the respondent on the 16th December 1874 at Khurruk in the native town, and on the co-respondent on the same day at the County Jail. Both of them were pointed out by the petitioner.

Henry Lennon was called and examined by Mr. Hart—I am the petitioner in this case. I was an artillery-man and get a pension from Government. I was subsequently a guard on the G. I. P. Railway, but am unemployed at present. I pointed out the respondent and co-respondent to the Sheriff's bailiff. I had seen co-respondent before that: he was confined in the County Jail on the Criminal side on the day the summons was served.

Mr. Hart said this was a suit under section 16 of Act 4 of 1869 for a dissolution of the petitioner's marriage with the respondent on the ground of adultery. On the 29th June 1874, the co-respondent was convicted of adultery with the respondent, and was sentenced by Sir. Charles Sargent to six months' rigorous imprisonment. There was an order in the case allowing petitioner to sue as a pauper. The learned counsel said the respondent had written two letters to the petitioner's attorney, in which she denied adultery, but admitted living with the co-respondent. It would be proved that they had been living as man and wife. The learned counsel then read the petition, which is as follows :—

That your petitioner was, on the 8th March 1872, lawfully married to Emma Sophia Lennon, then Emma Sophia Bonsey, a widow, at St. Mary's Church, Poona. That from his marriage your petitioner lived and cohabited with his wife at Poona, Kirkee, and lastly at Colaba, until the 30th April 1873. There have been no issue of the marriage. On the night of the 30th April, 1873, Emma Sophia, without your petitioner's knowledge or consent, and in his absence on duty, left your petitioner's protection and went and lived at No. 2 Berkley Place, Byculla, with one Mrs. McFarlane Notwithstanding your petitioner's repeated applications to her to do so, she refused to return and live with him, and subsequently changed her religion to Mahomedanism, and under the name of Fatma Beebee, married and cohabited with a Pathan, the co-respondent, Meer Amed Khan. During the several days immediately preceding the 18th June 1874, the co-respondent was living with the respondent at house No. 21, Khurruk, in Bombay, and on several occasions, the dates of which, are unknown to your petitioner, she committed adultery with him, and they were on and before the 18th June 1874 openly living as husband and wife in the said house at Khurruk. On the 18th June last, your petitioner with others went to the house between the hours of 5 and 6 A. M., and there saw the respondent and co-respondent dressing in a bed-room together the bed in such room having the appearance of being lately slept in. The co-respondent was subsequently prosecuted by your petitioner for committing adultery with the respondent and was convicted. That no collusion or connivance exists between your petitioner and his wife for the purpose of obtaining a dissolution of the marriage or for any other purpose. Your petitioner is in indigent circumstances and maintains himself on the small pension of Rs. 14-12-0 per month, and has no other property except that mentioned in the schedule hereto annexed. Your petitioner, therefore, prays that he may be allowed to sue in *forma pauperis*; that this Hon'ble court will decree a dissolution of the said marriage, and that the said Meer Ahmed Khan do pay the sum of Rs. 1,000 as damages by reason of his having committed adultery with your petitioner's wife, or otherwise paid or applied as to this Hon'ble court seems fit.

Henry Lennon was called and further examined—I was married to my wife, the respondent, then a widow, at Poona, on the 8th March 1872. I produce the marriage certificate. I continued to live with her until the 30th April 1873. She left my protection while I was on duty as a guard on the G. I. P. Railway, and she never after that date returned to me. On the morning of the 18th June 1874, I for the first time found out that she was at a house in Khurruk. I had made enquiries, but could obtain no trace of her. I gave her no provocation whatsoever. Between the hours of 5 and 6 A. M., on the 18th June 1874, I went to the house at Khurruk, accompanied by a Subadar of police and three native sepoys. When I got to the door of her room on the third story, I found it bolted from inside. I called out repeatedly, when a voice answered in some native language (as a sepoy explained to me)—"Wait, I am dressing." It was a male voice. After I had repeatedly knocked at the door, it was opened and I went in with the police. I saw my wife in the room along with the Pathan. She was hooking up the front of her dress, her hair was dishevelled, and she was sitting on a cot. I subsequently prosecuted the Pathan, and he was convicted. Previously to the 18th June 1874, I had seen the Pathan in one of the Bombay magistrate's court, when he was charged with bigamy, but that charge broke down. I have no collusion with my wife for the purpose of dissolution of our marriage; and I have never had connexion with any woman except my wife. I know my wife's handwriting. These two letters are in her handwriting.

Mr. Hart put in the proceedings in which the co-respondent was convicted and sentenced by Sir Charles Sargent. He then read the following letters from the respondent to Mr. Fletcher :—

Sir,—I duly received your letter to me on the 5th instant (the letter bears no date,) and should not have cared to notice it, for I am not at all concerned as to whether James Henry Lennon be a pauper or not, but for the false allegations contained therein, namely that I committed adultery with Meer Ahmed Khan, which I most indignantly deny, though an unjust verdict has declared to the contrary. As to the suit for dissolution of marriage James Henry Lennon desires to institute, I must state that such suit is quite unnecessary, as I consider my marriage with him to have been dissolved ever since I became a convert to the true faith of Islam.—Yours, &c.

BEEBEE FATMA.

The second letter is dated 16th January 1875, and is as follows :—

Sir,—I beg to acknowledge receipt of the summons herein. I have to refer you to my last letter on the subject, which clearly says that any suit against me is quite unnecessary, as I consider my marriage with Lennon to have been dissolved ever since I became a convert to Islamism. Therefore your further proceeding in the matter was unnecessary. You may obtain a consent decree by showing this letter to the court, or should you desire a writing to that effect, I have no objection to sign such document in order to save your client from the unnecessary trouble into which he precipitates unnecessary after my last letter.—Yours, &c.

FATMA BEEBEE.

Petitioner to the court—I don't know how the co-respondent became acquainted with my wife.

Sirdarkhan Hajee Khan, Subadar of police, and a naique were called to corroborate the petitioner's statements as to what he saw at the house in Khurruk.

Mr. Justice Green—There must be a decree *nisi* for the dissolution of the marriage under section 16 of Act 4 of 1869. Rs. 10 damages and costs.

CONVULSIONS IN TEETHING.—None but anxious Mothers know the worry "Teething Time," and the nursery has no more innocent help than Mrs. Johnson's Soothing Syrup, which, applied to the Infant's Gums, relieves the pain and prevents convulsions. None genuine without the name of "Barclay & Sons, Farringdon-street, London," is on the stamp. Sold by all Chemists at 2s. 9d. a bottle.—Agents, TREACHER & Co., Bombay.

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AL TELEGRAMS FOR E BOMBAY GAZETTE.

EAST INDIA WOOL SALES.

LIVERPOOL, 18TH MARCH.

The Public sales of East India Wool progress steadily at hardening values and closed at full opening prices. Competition was well maintained throughout the sales.

BANGALORE NEWS.

BANGALORE, 19TH MARCH.

The second Wing of the 45th Regiment arrived here this morning. Mr. Prinsep took over charge of the Judicial Commissioner's Office from Mr. Gordon. It is rumoured here that Colonel Mallison goes to England on furlough. Colonel Pearse is mentioned as likely to be appointed Guardian. The rumour about a Madras brigade for China is unfounded. Weather growing very warm.

THE VICEROY AT DELHI.

DELHI CAMP, 19TH MARCH.

The Viceroy and the Hon'ble Miss Baring and the Members of the personal Staff visited the Jumma Musjid and Fort yesterday afternoon. The Viceroy received in private Durbars early this morning the Maharajas of Kerowlee and Bhurtpore, the Rajas of Ulwur, Shahpoora and Gooleria, the Sirdar of Kulsia, the Nawabs of Patowdee, Loharoo and Dojana. The weather is much cooler.

SUICIDE OF MR. ELLIOT MACNAGHTEN.—RECEPTION OF CHIEFS BY THE VICEROY—THE YARKAND MISSION.

ALLLHABAD, 19TH MARCH.

Mr. Elliot Macnaghten, of the Civil Service, Commissioner of Excise and Stamps, Allahabad, in a fit of temporary insanity, committed suicide last evening. He had been suffering from fits of nervous depression and the circumstances connected with Mr. Blanchett's defalcations preyed on his mind too morbidly sensitive to the slightest censure. Arrangements had been made for his departure to England and it was expected, through the exertions of the Lieutenant Governor, that he would soon be freed from all pecuniary liabilities connected with embezzlements in his office. He had adjusted his last pay certificate and returned home and destroyed himself.

Four great Rajpoot Chiefs and four small Punjab Chiefs were received in private Durbar at Delhi this afternooon. The Viceroy accompanied by the principal European functionaries returned visits to the Punjab Chiefs. The Viceroy will distribute prizes at the Government College.

Mr. Shaw retunrned to Yarkand at the beginning of January after a very friendly visit to the Ameer. The Ameer was about to proceed on a tour of inspection to Aksu. The British mission will be entertained at Yarkand by Dad Khwah.

[REUTER'S TELEGRAMS.]

MISCELLANEOUS.

LONDON, 19TH MARCH.

The strike at Dewsbury has been settled.

The National Assembly adjourns to-morrow until the 20th of May. Nothing has been definitely settled respecting a dissolution.

The Prussian Chamber has decided on disendowing those Bishops who refuse to acknowledge the supremacy of the State over Papal authority.

The Bishop of Munster has been imprisoned.

Mr. Richard Garth, Q.C., has been knighted.

The Emperor of Germany will probably pay a visit to Italy in May.

Cabrera has recognized King Alfonso.

The Regimental Exchanges Bill has passed the third reading in the House of Commons.

LONDON, 18TH MARCH, AFT.

The Liverpool Cotton Market closed quiet. Surats dull.

The London Cotton Market has been quiet.

Fair Dhollera, 5½.

4 per cent. Rupee Paper	93½
4½ do. do.	94
5½ do. do.	100½
Exchange on India	1-10
3 per cent. Consols for account	93
5 „ French Rente 1872	103½
Bar Silver	57¼

The Bank of England Returns for the week ending yesterday show the following results:—

Reserve of Notes ...	£937,500.	Inc.	£125,000.
Bills discounted	£8,375,000.	Dec.	£750,000.
Bullion	£21,125,000.	Inc.	£250,000.

The sum of £38,000 has been paid into the Bank of England.

THE BARODA COMMISSION.

SIR DINKUR RAO, who, owing to indisposition, left Baroda by the mail train on Wednesday morning, arrived in Bombay the same night. From half-past 8 A.M., a detachment of a Native Regiment, with band and colours, was present at the Baroda station to do him honour. At an early hour the road to the station was blocked by carriages, which brought the principal native merchants, sowcars, shroffs, and others who wished to bid farewell to Sir Dinkur Rao. Mr. John Jardine, the Secretary to the Commission, Dr. Seward, and Cazee Shaboodin were also present at the station. Sir Dinkur Rao arrived about 9 A.M. He was frequently pestered with enquiries as to the fate of Mulhar Rao. His reply to all was that "Whatever is just according to the English laws shall be done." He took his seat in a saloon reserved for him with ten of his suite, and the train left the station.

Mr. Payne, solicitor for the defence, also left by the same train and arrived in Bombay on Wednesday night. Mr. Jefferson remains at Baroda.

Sir Richard Couch, Mr. Philip Melvill, Sir Richard Meade, and the Maharaja of Jeypore, members of the Commission, arrived in Bombay early yesterday morning. A detachment of a Native Regiment was present at the Baroda station, and salutes due to the rank of each were fired to do them honour. They left Baroda by special train at 8 P.M. on Thursday.

The counsel for the prosecution and defence and Mr. Cleveland as well as Mr. Nowrojee Furdoonjee and others, arrived here by the mail train last night. The legal gentlemen travelled in reserved carriages.

Sir Richard Couch and all his colleagues of the Commission have now arrived in Bombay with the exception of H. H. the Maharaja Scindia, who has gone to Ahmedabad but who comes to Bombay to-day. The Commissioners did not meet yesterday. They will meet to-day at the Secretariat for the consideration of their Report to the Viceroy, when the principal business will be the verification of the notes of the trial.

IT is reported that Government labels to the value of Rs. 10,000 have been made away with from one of the Bangalore Division Cutchery Treasuries.

MR. SEYMOUR HADEN is going to lecture on the best modes of interment, before the Society of Arts. A noble Duke has lent him, for the purposes of his lecture, two coffins of wicker-work lined with moss.

IT will interest Masons to hear that Mr. J. B. Roberts has become Acting District Grand Master of Masons in Bengal, vice Right Worshipful J. Pitt Kennedy, who left Calcutta for England by the French Steamer on Tuesday last.

IT IS said that the memorial, which is in the course of circulation in Calcutta, appealing to His Excellency the Viceroy to grant a free pardon to Ameer Khan, is being numerously signed. The memorial contained up to Monday last about three hundred signatures.

THE *Athenæum*, Feb. 27. on Friday night 'Hamlet' was given at the Lyceum Theatre for the one hundredth time. The fact speaks strongly for the interest Mr. Irving's performance has inspired, and, taken with other signs, indicates that theatrical taste is not so nearly dead as croakers will have it. Rumour asserts that Mr. Irving's next essay will be the part of Sir Giles Overreach.

THE Archbishop of Canterbury appears to have peculiar notions of geometry, if we may judge from an assertion of his to be found in the December number of *Macmillan's Magazine*. "That two and two make four," the Archbishop remarks, "and that the two angles of a triangle are together less than the third are propositions no man out of a lunatic asylum is allowed to doubt." A good many people will have to be received in lunatic asylums if doubt is not to be permitted on the point, for numbers have hitherto believed, as Euclid did, that any two angles of an equilateral triangle are together greater than the third.

THE practice of giving weight to cotton fabrics by means of China clay is tolerably well known. M. J. Person, in Dr. Quesneville's *Moniteur Scientifique*, has a paper 'On Certain Properties of Weighted Silks,' in which he states, that an increase of weight is produced in silks by treatment with salts of iron and astringents, with salts of tin and cyanides; this factitious increase of weight being carried to the extent of from 100 to 300 per cent. It cannot be too widely known that by this adulteration silk is rendered very inflammable, burning like tinder if touched with flame, and that, under certain circumstances, it becomes spontaneously inflammable. Let us hope that this adulteration is confined to French silks.

THE frontier intelligence published by the Lahore paper is as follows:—Our Cabul correspondent learns from Darbarees that the Amir of Cabul is very anxious to settle something for Yakub Khan, and is somewhat inclined to send him to India. The same correspondent also learns that the Amir of Cabul has twice written to Moustofee Habeeboolah Khan to try to persuade Ayub Khan, who has fled to Mashed, to return back, as we are told the Amir thinks it a disgrace that his son should so wander about. The Amir of Cabul has received the information through Moustofee Habeeboolah Khan that Ayub Khan received a good reception at the hands of the Hakim of Mashed, who has allowed him 200 sowars and 200 foot for his protection, &c., &c. Moustofee Habeeboolah Khan also informs the Amir that subsequently he has heard that Ayub Khan is at present 35 *coss* from Ghoriyan towards Mashed, and lest he should attack Ghoriyan unawares, he has reinforced it with 2 Regiments of foot, 1 of cavalry, and 1,000 Turkoman sowars. The Amir very seldom visits Yakub Khan now. Our Swat Kassid brings in the news that a conflict took place between the Rashgees and Minkors, in which 120 are reported to have been killed on both sides. The struggle still continues.

MANY and unsatisfactory are the reports that arrive from time to time as to what is going on in Afghanistan. With regard to the capture of Herat by the Ameer, the *Pioneer* writes as follows:—Now the facts are these—that only a portion of Shere Ali's force entered Herat; that the Cabool troops under Moustofee Habibulla Khan did not even reach Furrah until two days after Ayub Khan's flight; and that on hearing of the capture of the city, the General immediately pushed on a detachment under Abdulla Khan, to assist in the occupation of the place. This brings us to the facts of the capture. General Fakir Mahomed, who held Herat, did attack the Amir's forces, but that was at Ghorian, which he actually captured. Instead, however, of preparing to defend Herat, he no sooner returned to the city than he peacefully flitted with his family to Meshed. Ayub Khan followed him next day: and the troops seeing themselves thus deserted by their leaders quietly opened their gates to the enemy. Lastly, as we stated in our issue of the 6th instant, the report sent to the Amir by Moustofee Habibulla Khan and Mir Ahmed Khan—then, and perhaps now in Herat—confirmed the accounts which we have given. The Amir is reported to be restoring Herat, which he found in a half ruinous condition; and the people of North-Eastern Afghanistan appear to have accepted the situation as quietly as if they had never heard of their favorite Yakub Khan.

THE *Athenæum*:—Prof. Garcin de Tassy has published his *Annual Review of the Hindustani Language and Literature for the Year* 1874, and gives his usual survey of all that has been done for Hindustani in India. One of the most interesting parts of the paper is the account of the poetical *réunions* which have been lately held in the Punjab and Lucknow. Major Holroyd, the Director of Public Instruction in the Punjab, appears to have instituted them; and these *mushaaras* have been quite a success. The account of them reads much like that of an *eisteddfod* in Wales. Thus one, the fourth, was held at Lahore on the 3rd of August, and was attended by many poets from different cities, who recited their poems. The prize was adjudged to Mirza Ashraf Beg, a man of good family in Delhi; his ode was on 'The New Springtide of Hope,' and contained 292 couplets. The next meeting was fixed for the 3rd of September, and the subject given for competition was 'Love of Country.' Another was held on the 3rd of November, with 'Justice' as its subject. In another part of the Review we have some valuable information respecting the native press. In 1873 there were 473 journals published in Hindustan, including Burmah,—255 in the native languages 151 in English, and 67 in both. If we allow 700 subscribers to each journal, this would give a total of some 330,000, and perhaps we might add another cipher for all the readers within the range of newspaper influence. This would give a total of three millions and a quarter, leaving, as a native writer remarks, at least 188 millions who never read or see a newspaper. We should like to know what was the proportion of newspaper readers to the whole population in England fifty years ago. This growing influence of the native press in India is, undoubtedly, one of the most remarkable signs of our time.

THE Madras Fort time-signal gun occasionally miss-fires, in the week ending the 24th Feb., the gun failed seven out of eight times, owing solely to faulty friction tubes. The Government Astronomer has brought the matter to the notice of the Madras Government remarking that "the importance in furnishing Greenwich mean time to the shipping and thereby providing the Marine Service with that indispensable requisite for determining the longitude at sea, cannot well be over-estimated as an element of safety in all cases in which chronometers have been rated by means of the Observatory time-signal." The Fort time-signal gun is fired by a current of electricity being sent by touching a finger-key at the Observatory, the gun being fired usually within a quarter of a second and rarely more than half a second of time in error. Failures having frequently occurred the Government Astronomer made the following proposals to the Madras Government. First—A regular supply of superior friction-tubes every three months from England. Secondly—The adoption of the double touch hole as used at Liverpool and Edinburgh. Thirdly—The encouragement of the gunner in charge, by his being granted two annas for each successful discharge of the time-gun, rising to three annas when he is further able to receive and answer messages by the Morse Telegraphic Code. Revised instructions to be issued immediately in the event of these suggestions receiving the approval of Government. Upon which the Government passed the following order:—The first and second proposals of the Government Astronomer for improving the efficiency of the Fort time-signal gun will be considered and disposed of in the Military Department. The third proposal for remunerating the gunner, involving a monthly charge not exceeding Rupees 11-10-0, is approved and sanctioned. The charge will be met from savings in the grant for the Observatory.

A CASE has come before the Small Cause Court in Calcutta of considerable importance to the mercantile and trading community. It seems that the Calcutta Book Society, in May of last year, shipped two cases of books on board one of the India General Steam Navigation Company's vessels for carriage to Assam, and the flat having foundered on a sand-bank, one of the cases was totally lost, whilst the books in the other were so damaged as to be worthless. The Society claimed the value of the shipment from the India General, whose Secretary disputed all liability, without giving specific reasons thereto; and hence this suit which also sought for a refund of freight and reimbursement of surveyor's fee. The company deny they are common carriers, but say they were bailees under a special contract. There are stipulations on the back of the application, signed by Mr. Andrews, requesting the company to receive the cases on board, one of such conditions being that the company would not be responsible for damages caused by the dangers of navigation, or want of water in the rivers, &c. &c. This defence seems to have taken the shipper by surprise, more especially as the company had made good, losses occasioned two years ago.

The plaintiff's attorney argued that the document referred to could not be treated as the the contrat between the parties, and that even admitting it, for argument's sake, as such, it did not change the status of the defendant company, who were still "common carriers," and under Section 9 of the Carriers Act (III. of 1865), the onus of proving that the goods were not lost, owing to their negligence, was on them. This shifting of the onus of proof would enable Mr. Remfry to cross-examine the company's witnesses, instead of proving the affirmative, which in such cases is almost impossible. After considerable argument, the Judge took time to consider the various authorities cited, including Angel's work on carriers.

A VIENNA correspondent says, writing on the 13th Feb:—"An extraordinary sensation has been produced here by the pamphlet of Archduke John Salvator entitled 'Considerations on the organization of the Austrian Artillery.' The first edition was lithographed, and had a very limited circulation. A second edition was printed, and the newspapers then took it up, though with some reserve, as the report that an Archduke was its author seemed to require confirmation. The Imperial decree, however, which transferred the Archduke from an artillery to an infantry regiment, removed all possible doubts on that score. This transfer is regarded as a disciplinary measure, taken against the Archduke chiefly because of his unscrupulous criticism of the achievements of the Austrian artillery. There are numbers of military men in Austria who have under the existing system repeatedly achieved important successes, and these naturally took deep offence at the summary criticisms of a young and inexperienced officer of twenty-three. The Emperor has appeased these just susceptibilities by removing the Archduke from the branch of the service in which he set up as a reformer, but his abilities are so great that notwithstanding this incident, he is pretty sure of a brilliant career. The Archduke assumes that the friendly relations now existing between Germany and Austria do not afford any guarantees for the future, and that the expensive tendencies of Germany must sooner or later lead to an attempt to annex Austrian territory; also that the assistance of Russia is much more to be relied upon than that of Germany. I need hardly say that the ablest politicians and warmest patriots in Austria are far from sharing this view. Notwithstanding the hardihood and perseverance of the Prussophilists in this country, there is no reason for suspecting the Austrian Germans of any leanings in favour of a German policy of annexation. Such leanings are strongly repudiated by German politicians, and indeed it is abundantly evident that the customs, religion, and political institutions of the Austrian Germans are a stronger barrier against their neighbours of the German Empire than any fortresses or armaments could be. Austria is, therefore, fortunately not reduced to the very questionable alternative of depending for her safety on Russia."

AMATEUR THEATRICALS ON BOARD THE CROCODILE.

AN unusually successful amateur theatrical performance took place on board of H. M. Troop-ship Crocodile on the 9th instant in the Gulf of Aden. We are indebted to a military officer, a passenger by that vessel, for the following particulars:—A stage was erected on the starboard side of the poop at the fore-end which was most tastefully decorated by the first Lieutenant of the Crocodile, Mr. Elliott, assisted by the blue jackets, and, we are assured, by our informant, (who has had ample means of judging) that rarely, if ever, has such a pretty little theatre been seen afloat. The scenery was painted by Captain Ryan, of H. M. 65th Regiment who, also, undertook the entire management. The pieces performed were "The Blighted Being" and "Retained for the Defence." The body of the theatre, that is to say, the poop, was densely crowded. The front seats were occupied by the ladies and the Military and Naval officers, backed up by the troops, while "Jack" disposed himself, as he best could, on the booms in the quarter boats, in the rigging, in fact, Jack was everywhere and all about. When the curtain rose for the first piece the performers were greeted by rounds of continued applause from an audience numbering upwards of a thousand.

The cast for the "Blighted Being" was as under.—

Joe Wert	Lieutenant Bingham, R A.
Ned Spanker	Sub-Lieutenant Moore, R N.
Cumming	Captain Graham 3rd Buffs.
The O'Rafferty	Captain Auchinleck, R A.
Susan Spanker	Mrs Staveley.

The character of Susan was most admirably portrayed by Mrs. Staveley, and her acting was so perfect that the audience were quite charmed, and again and again expressed their approval by loud plaudits. In fact this lady, who had never appeared before on any stage whatever (except that of the world) gave evidence of histrionic ability far above mediocrity. Lieutenant Bingham's "Blighted Being" was a triumph for him, and he, we understand, is by no means new to the mimic stage. He looked and spoke as woefully as any one could desire and quite carried the house with him. The other characters were also very well sustained, and on the fall of the curtain the applause was immense.

An interlude then followed, when Captain Chatfield, 51st N. I., performed the Japanese Butterfly trick with consummate skill, showing that he has thoroughly mastered the manipulation of the fan as required for this very pretty drawing-room exhibition.

The farce of "Retained for the Defence," followed, which concluded this very pleasant evening's entertainment.

The cast was as follows:—

Mr Motley de Windsor	Major Lewis, R A.
Whitewash	Lieutenant Prelyman, R H A.
Mr Ferguson	Lieutenant Chadwick, 16th Lancers.
Thwaites	Lieutenant Challoner, R A.
Pawkins	Lieutenant Coleman, H M 65th Regt
Agatha de Windsor	Mrs Richmond.

Major Lewis' impersonation of the old gentleman was to the life, and could not have been excelled by any professional actor; the grace and ease with which he moved and spoke was the subject of remark by all, and we may mention, incidentally, that, though the principal facts connected with the performance were communicated to us by one gentleman, his statements were re-echoed by several with whom we have since conversed. Mrs. Richmond's Agatha (daughter of Motley de Windsor) was a finished piece of acting, and, though, like Mrs. Staveley, this lady had never essayed a performance in public, her success was most complete and the audience expressed their delight in a very marked way. The gracefulness and ease and perfect self-possession which she displayed after the first blush of her appearance had subsided, astonished all who knew her.

The great hit of the evening was Pawkins and Lieutenant Coleman showed that low comedy is his *forte*. His make-up was comic to a degree, and the expression of his countenance and facial contortions elicited roars of laughter. He also made many clever "hits" which told immensely and left him the "lion" of the day.

Whitewash and Ferguson were perfect in their way, and, in one respect, gentlemen have a great advantage when playing in their natural characters. There is an absence of that stilted stiffness which prevails with such actors as endeavour to play the part without any innate knowledge of the feelings of the gentle born and nurtured, and simply from his own observation of the character which, as a rule, is not the most acute. Thwaites (the waiter's) vulgarity was mimicked in a manner that quite "tickled" all who heard it.

The general opinion expressed by all on board the ship was that there never had been a more completely successful amateur performance ashore or afloat. No itch whatever occurred, nor were any of the thousand and one drawbacks, usually incidental to these undertakings, experienced.

At the conclusion of the performance, Captain Ryan in answer to repeated calls appeared before the curtain and bowed his thanks to the audience who, one and all, expressed their indebtedness to him for the entire success of the evening, which was mainly due to his exertions.

We said above that both of the ladies who appeared on this occasion, did so for the first time, and their success was so marked that, it is to be hoped, they will make further attempts in the same direction during their sojourn in India. They will, no doubt, find ample opportunity in the several mofussil stations which it may be their lot to exist in.

INDIAN EXTRACTS.

THE BURMAH BOUNDARY DISPUTE.

(*Pioneer*.)

A BOUNDARY dispute of some importance has arisen between the Governments of India and Burmah. Our readers will at once be sufficiently interested in the subject to follow a somewhat intricate explanation, when we state that troops will almost immediately be despatched, probably from Madras, to make a demonstration on the frontier, that a British regiment will most likely form part of the force, and that Sir Douglas Forsyth has been appointed to proceed to Burmah forthwith and determine the line which must henceforward define the territorial limits of Upper and British Burmah, between the river Salwen and the hills which form its western watershed. The difficulty has arisen in this way: as marked out by Lord Dalhousie's treaty the boundary line after crossing the Irrawady was to run due east along a parallel of latitude,—about the 18th,—until it met the River Salwen. That line is the foundation of our present claim, but under somewhat peculiar circumstances the Burmese have begun to encroach upon it unfairly. It appears that the commissioners appointed to mark out the boundary, carried on the line without difficulty till they reached, at a point a little north of Toungoo, the line of hills which separate the Salwen from a river called the Paung Laung, on which Toungoo is situated. On the further side of these hills they learned that the country was inhabited by independent tribes, the Karenees, or Karens, whose rat famine has recently introduced them, by the bye, to public notice. The Karens objected to an arrangement by which their country should be cut in half to satisfy a treaty between Great Britain and Burmah to neither of which powers did they owe any allegiance. It is needless to say that the boundary commissioners acknowledged the justice of this view, and communications were opened up with the Burmese Government, which ended in a joint recognition of the independence of the Karens. Our line was taken south of their territory; the boundary of Burmah was carried north, and a little block of country on the right bank of the Salwen was thus left to the undisturbed enjoyment of its own sovereign tribes. Now the Government of India would have done nothing to interfere with the perpetuity of this arrangement, if the Burmese Government on its part had respected the compact; but from their northern neighbours the Karens have for some time been suffering encroachments, and the Burmese, remonstrated with on the subject, have calmly advanced an altogether new view of the situation. They pretend now that the Karen country belongs to them, and that the boundary line between British and Native Burmah runs south of that territory. This is an aggressive movement which, trumpery as the substantive value of the interests at stake may be, it is manifestly impossible for the British Government to put up with. When the Burmese Envoys were lately at Calcutta, although their visit to the Viceroy was merely of a complimentary nature, some reference was made, at their desire, to the Karen boundary question. We believe they were prepared to accept a partial compromise of the difficulty so far that they would have agreed to a joint commission for the demarcation of a boundary, but they would give no promise that pending its proceedings the political *status quo* in the Karen country should be respected. Without such pledge a joint commission would have been a farce, and the negotiations, such as they were, fell to the ground. The actual measures which we have described above were then determined on by the Government of India. As the Burmese will not listen to common sense in reference to any friendly adjustment of the difficulty—in itself one which their own disregard of treaties is entirely responsible for creating—the only course which British Government can adopt is to fall back on a "thus-far-and-no-farther" policy. As the Burmese will not consent to the only conditions which would make a joint boundary commission possible, the Government of India will constitute a boundary commission of its own. As the Burmese will not promise to refrain from further encroachments while the permanent limits of their territory and ours are being marked out, the Government of India takes precautions of its own, by sending troops into the neighbourhood to guard the *status quo*. The line which it will be Sir Douglas Forsyth's duty to define will be run out, we presume, as nearly as possible along the parallel of latitude originally chosen by Lord Dalhousie, and the Karens must accept the inevitable so far as to see their country divided by a foreign boundary. But after all they are no losers by the arrangement. It will simply afford them a guarantee that those who live south of the line will be protected by the British Government from the aggressions of the Burmese. As for those who live north of the line their condition will remain unaffected by what takes place.

EUROPEAN AND OTHER EXTRACTS.

IMPORTANT SHIPPING CASE.

COURT OF QUEEN'S BENCH, FEB. 25.

(*Sittings at Nisi Prius, before Mr. Justice* BLACKBURN *and a Special Jury*.)

KOPITOFF V. WILSON AND OTHERS.

THIS case, which is of the very greatest importance to all shipowners and shippers of cargo, was again before the Court, which has been entirely occupied with it since Friday in last week.

The evidence was concluded on Wednesday evening, and on the sitting of the Court this morning, Mr. Thesiger addressed the jury on behalf of the defendants.

Mr. Butt, Q.C., Mr. Cohen, Q.C., Mr. J. C. Mathew, and Mr. F. Hollams were for the plaintiff; Sir Henry James, Q.C., the Hon. A. Thesiger, Q.C., Mr. G. E. Webster, and Mr. Erskine Pollock for the defendants.

The plaintiff is a captain in the Imperial Russian Navy, and is Naval Attaché at the Russian Embassy in London, and he sued in this action as the representative of the Russian Government. The defendants are the well-known shipowners who carry on business at Hull. The action was brought to recover the value of six armour-plates and six cases of bolts which were consigned to the Russian Government, to be used in the construction of a turret-ship called Peter the Great. They were shipped on board the defendant's ship, the Walamo, at Hull, to be carried to Cronstadt, and when she was about 70 miles on her voyage the plates broke loose, knocked a hole in her side, and she went down, the crew being rescued by a smack.

The case set up by the plaintiff was that the plates were improperly and insecurely stowed in the hold, and that this allowed them to break loose and cause the accident. The defendants' contention was that the stowage was conducted in the best and safest manner, but that armour-plates were dangerous things to carry, and that the loss was caused by the strong wind and heavy cross sea, which made the ship roll tremendously and shift the plates.

There was a Board of Trade inquiry into the loss, and the present defendants, Messrs. Wilson, brought an action against the underwriters and recovered the amount which had been insured on the ship. The vessel, the Walamo, was built by Messrs. Earle in the year 1871; she was an iron screw steamer of 1,466 tons registered tonnage. On the night of the 15th of September, 1873, she left Hull and went down the Humber on a voyage to Cronstadt with the six armour-plates and cases of bolts on board, consigned to the Russian Government at Cronstadt. These armour-plates were intended for the turret-ship then building for the Russian Government called Peter the Great. One was a long, flat plate, weighing 18 tons; four were curved plates intended for the turret, weighing about 15 tons each. The sixth was a flat plate about six tons weight. The ship had four holds, Nos. 1, 2, and 3 being before the engine-room, and No. 4 being abaft it. All the amourplates were stowed in No. 2 hold, which was the second hold from the stem. All the plates required for the Peter the Great, including the six in question, were agreed to be carried by the Messrs. Wilson under an greement dated the 28th of February, 1873, at ratesa which varied according to the season of the year. The six plates in question were shipped in the Walamo, under a bill of lading dated the 15th of September, 1873, containing the following clause, which excepted—

"All accidents, loss, or damage of whatsoever nature or kind, and however occasioned, from machine boilers, steam and steam navigation, or from perils of the seas or rivers, or from any act, neglect, or default whatsoever of the pilot, master, or mariners in navigating the ship, the owners of the vessel being in no way liable for any of the consequences of the causes above excepted, and it being agreed that the captain, officers, and crew of the vessel in transmission of the goods, between the shipper, owner, or consignee thereof, and ship and shipowners, be considered the servants of such shipper, owner, or consignee."

When the ship had been out 12 hours she was off the Dogger Bank, about 70 miles from the Yorkshire coast, and was rolling heavily. The captain heard a crash in No. 2 hold, and on looking over the side of the vessel saw that the plates of her side were bulged out for a space of about 6ft. A hatch was taken off and men sent down into No. 2 hold, who reported that the armour-plates had broken loose and were knocking against the sides of the vessel. The water was coming into her, and in such large quantites that it was impossible to keep it under, and the crew were obliged to take to the boats immediately and were picked up by a smack which was in sight. The Walamo went down almost directly. The inquiry and the action against the underwriters already alluded to were instituted, and the present action was commenced.

The evidence of several of the crew was read, giving a description of the state of the weather, which, although it caused the vessel to roll a great deal, there being a chopping, changeable wind, was not bad enough, in their opinion, to account for the loss without some other cause. Evidence was also read which described the state of the hold and armour-plates after the alarm was given that they had broken loose. One man went down into the hold to try and stop the hole, which was about a foot across; he described the plates as all moving more or less. This was also said to be the case by two other witnesses who went down into the hold at the same time. The boatswain of the Walamo was called, and described how No. 2 hold was stowed. The cargo in that hold consisted of iron rails, on the top of which the armour-plates were put, and some casks and other cargo. Two of the flat armour-plates were stowed by themselves on the rails, and four curved plates were stowed one on the other. They were all shored up with timber. This witness said that the plate that knocked the hole in the ship's side was that weighing six tons, stowed by itself. The crew took to the boats and the witness was in that which last left the ship. The ship went down head foremost when this last boat got about 20 yards from her. The witness was also asked about the manner in which No. 2 hold was stowed, the position of the railway iron and armour-plates, and the measures taken to secure them, and also as to the condition of the weather, which he described as ordinary, with a nice sailing breeze and a bit of sea on, but nothing out of the way.

Another seaman was called who gave the same account of the weather as the last witness, but disagreed as to which plate caused the damage, attributing it to another than that described by the last witness. Both these men said in their examination-in-chief that the plates getting adrift was not attributable to the weather only.

Various skilled witnesses were also called on the part of the plaintiff who described different ways in which armour-plates should be stowed, the general tenour of their evidence being that they should be imbedded in cargo—coals, railway iron, cotton bales, or something which should entirely surround them; and from the description which had been given them of the way in which these plates were stowed, they were of opinion that the plates were not secure, and ought not to have been put into the ship in the way they were; they also thought that the plates were placed too high in the vessel, and would cause her to roll much more than if they were placed in the bottom. Several witnesses were called to this effect, and also upon the question of the state of the weather, who gave the opinion already stated.

The defendants called the captain, mate, and various seamen who were on the Walamo, who gave evidence on both points. They described the weather as very bad and with a heavy cross sea, which was caused by there having been a strong southerly gale on the previous day, which chopped round to north-west on the morning of the loss. They had to take off the ship's square-sails and put on the trysails, the foot of which was only hauled out on the boom. She was also hauled up closer to the wind to make her go easier. They said that previously to the accident she had shipped a good deal of water on deck and was rolling very heavily. The galley fire was put out, and there was a good deal of knocking about in the cabins. The evidence as to the accident itself agreed pretty much with that given by the plaintiff's witnesses for there was no time to determine how it was that the plates had got loose, as the water was rushing in violently. The mate had an indicator in his cabin which showed the roll of the vessel, and he said that he looked at it immediately before the loss, and it showed that the vessel was then rolling 51 degrees. The fishing-smacks had all come closer to the shore for shelter, and precautions were taken on board all of them.

Mr. Webster called and examined the head stevedore, of many years' experience, who superintended the stowing of the Walamo and directed the manner in which the railway iron and the armour-plates were to be put into the ship. He described the Walamo as a straight-sided ship, and said that, having regard to her build and construction, and the amount and nature of the cargo she was to carry, it was advisable and proper to keep the weights high in the ship. The amour-plates were stowed on the top of the railway iron in the hold, and part of the plaintiff's case was that the plates were stowed too high in the ship and ought to have been in the bottom of the hold. The witness said that the iron rails were stowed first, with a solid tier of rails at the fourth and eight tiers, the eighth being the top tier; on the top of the rails 3-inch deals were laid for the reception of the armour plates. The witness then described in detail the manner in which the plates were stowed, which he said was quite proper and safe, and was the only practicable way in which it could be done, the plates being securely bedded up and fastened. The witness alo said that it would have been impossible to move the plates about in the hold, so as to have stowed them in different places, which was suggested by the plaintiff's witnesses as the proper way. Mr. Butt cross-examined the witness with the view of showing that he had no idea that the ship was going to carry armour plates until nearly all the railway iron was put into her, and therefore had no option but to put the plates on the top of the rails; and also as to his statements made at the Board of Trade inquiry, when he said that, if he had known that the Walamo was to carry armour plates when he first began to stow her, he should not have put them where he did; and also as to other statements made at that time, which appeared at variance with those he now made. On re-examination by Mr. Webster, he said that the evidence he now gave correctly described the condition of the ship and cargo.

Evidence was also given by the carpenter, who shored up the armour-plates after they were stowed. He described the manner in which he did it. Deals having been put round the plates and along the ship's sides, shores were put between these deals and fastened to them with spikes. He said that the shoring and securing were done in the best way and with every care.

Messrs. Wilson's marine superintendent was called, who was in their employment for some years and at the time of the Walamo's loss. He said that she was a stiff ship, and required to have the weight kept up high when stowing her cargo, and that, in his opinion, it would not have been proper to place the armour-plates in her bottom. The method adopted in stowing and shoring them was, he thought, perfectly correct. He was in a vessel on the Dogger Bank, near which the Walamo was lost, on the Sunday, the loss being on the Tuesday morning; and said that, from his experience and his observation of the weather on the Sunday, he thought there must have been a very rough and confused sea on the Monday. On cross-examination, he said that he did not see the armour-plates after the shoring had been done, but only after they had been placed ready for shoring. The witness said that, in his opinion, everything had been done that ought to have been done.

Other witnesses were called who had had experience in stowing ships, who gave evidence to the same effect, some being experienced stevedores, who said that they should have stowed the cargo on the same principle as had been adopted in the present case, both as regards the position of the plates and the shoring up afterwards. The shoring was done by a man named Doran, who was head of a gang of carpenters, and he was employed solely by the defendants to shore cargo in their ships. In the present instance, the shoring was not examined by the stevedore after it had been finished; and Mr. Butt cross-examined the stevedores who were called as to whether they did not usually examine the shores after they were put in as part of their duty, which they said they did. It appeared on re-examination that they were not employed by one firm only, nor were the shoring carpenters to whom they alluded so employed, but worked for different shipowners. The stevedore and shoring carpenter Doran employed by the defendants in stowing the Walamo worked for them only, and for no other firms

Mr. Thesiger, before addressing the jury this morning, called his Lordship's attention to the points of law which he thought material to the case, and cited some authorities, and, after some observations from him,

Mr. Butt said that he wished to mention the following point, on which he relied—namely, that the contract on the bill of lading between the shipowner and the consignee or the shipper was to carry the goods safely and securely, certain perils of the sea excepted, and that the shipowner was not discharged because reasonable care had been taken to render the ship seaworthy to carry her cargo if, as a fact, she was not reasonably fit to do so.

Mr. Justice Blackburn.—I shall tell the jury that the shipowner has the duty cast upon him to make his ship reasonably fit to encounter the perils which it may be reasonably expected may arise. I do not think that it would be a breach of warranty if she were unfit to weather such a severe storm as might only arise once in ten years, but she must be fit to contend with the ordinary perils which it may reasonably be expected she will meet with on her voyage in the season of the year in which she sails.

Mr. Thesiger entirely assented to this view, and then directed his Lordship's attention to the bill of lading, saying that it might be that the shipowner was protected from liability for the loss by the exceptions in it.

Mr. Justice Blackburn said that, in the event of the verdict being for the plaintiff, he would reserve leave to the defendants to move to enter a nonsuit, if he ought to have directed the jury that the exceptions in the bill of lading did protect the shipowners (the defendants).

Mr. Thesiger then addressed the jury on behalf of Messrs. Wilson.

Mr. Butt then replied for the plaintiff.

Mr. Justice Blackburn then summed up the case to the jury, and said:—I shall not call your attention to all the details of the evidence, as that has been already done very thoroughly and ably by the counsel on both sides, and you have paid very close attention to it. It will be necessary, however, to mention some of the facts; but, before doing that, I will tell you the law on the subject. Every shipowner has the duty cast upon him to make his ship reasonably fit to encounter the perils which may reasonably be expected on the voyage for which the vessel is intended. The ship cannot be made absolutely perfect, but what is required to be done is that she shall be reasonably seaworthy and fit to encounter those perils. Here it is conceded that both ship and crew were good, and the whole question is whether she was stowed so as to render her seaworthy in the sense I have described. If that has been done, that is all that a shipper has a right to expect. Now, in order to determine whether that has been done, you must take all the circumstances into your consideration; and if all reasonable care had been taken and a sufficient number of competent persons and proper material were provided, and time enough allowed for the stowing of the ship, that would be strong evidence to show that she was properly stowed; but if, on the other hand, too few persons were allowed and there was a scarcity of material, and things were hurried, that would be evidence to the contrary, which you would consider in coming to a conclusion. The learned Judge then described the manner in which the plates were stowed, and remarked, in passing, on the different points which arose; and then told the jury that they would have to consider whether the proper precautions were taken to render the plates reasonably secure, so that the ship should be fit to encounter the perils which a prudent man might expect at that season. He said:—The first question I shall leave to you is as to whether the ship was reasonably fit to carry the cargo in the weather that might be expected. The evidence shows that at that season the weather is likely to be worse as the year gets on, for the rates of insurance are raised in August and September, in which latter month the ship sailed. Mr. Wilson was to procure insurance, so that he must have known of the raising of the rates, and, consequently, of the increase of the risk. Now, as rolling was partly the cause of the loss, we must consider what was the cause of the rolling. Some ships require, from their build, to have the weights stowed higher than others, in order to put them in proper trim. This is said to be the case with the Walamo, and it is an element to be taken into consideration in estimating whether she was seaworthy—that is, you must consider whether her weights were properly distributed and placed in her. It is necessary, in order to tender the defendants liable, that the loss should be caused by the unseaworthiness, for the bill of lading says that the shipowner will deliver the goods if certain perils mentioned in it do not intervene and prevent him; so that if those perils only caused the loss the shipowner would not be liable. The second question, therefore, will be, was the loss caused by the unfitness of the ship, by reason of bad stowage, to undertake the voyage? If you think that the plates were improperly stowed, you may come to the conclusion that this was the cause of the loss. It is not necessarily so, but it may be; therefore you must consider how the plates were stowed. His Lordship then adverted to the material portions of the evidence on that point, and afterwards went through parts of that which related to the state of the weather. He called the attention of the jury to the principle witnesses who gave evidence upon this point, and said:—If you think that the sea was not more rough than it might reasonably be expected to be, you may assume that the ship was not stowed in the way she ought to have been to go upon that voyage. If, on the contrary, you think that the sea was rougher than might have been expected, then you may come to the conclusion that she was properly stowed, and that it was the unusually rough sea which caused the loss, in which case the defendants would not be liable, as such a loss would be a peril excepted by the bill of lading. His Lordship then left the following questions to the jury:—

1. Was the vessel at the time of her sailing in astate, as regards the stowage and securing of the armour-plates, reasonably fit to encounter the ordinary perils that might be expect-d on a voyage at that season from Hull to Cronstadt? 2. If she was not in a fit state, was the loss that ensued caused by that unfitness? He added:—The jury are to understand in answering the second question that, though the disaster would not have happened had there not been considerable sea, yet it is to be considered as caused by the unfitness if the jury think that the plates would not have got adrift when they did had the stowage been such as to put the ship in a fit state.

The jury, after retiring for about an hour, returned into court and found, in answer to the two questions left, that the ship was not in a fit state to encounter the perils, and that the unfitness was the cause of the loss.

This was a verdict for the plantiff. The amount claimed was some thing over £6,000.

TRADE ROUTES TO WESTERN CHINA.

(FROM A CORRESPONDENT OF THE "TIMES.")

MANDALAY, Nov. 26, 1874.

Since the successful exploration of the Cambodia River and a portion of the Chinese province of Yunnan by a French expedition, some six years ago, the taunt has frequently been flung in the teeth of English administration in the East that, though it possesses all the advantages of proximity of position and of political influence, it is yet incapable of influencing the streams of commerce in its neighbourhood, that its agents are unable to penetrate beyond the borders of what may be termed political civilization, and that the commerce of England relies for knowledge of the condition and resources of Indo-Chinese countries on the labours of French pioneers. One of the historians of the Cambodia expedition, in summing up the triumphs attained by the labours of himself and colleagues, declares one of the chief of them to be the disappointment of the English, and a more recent writer in the *Revue des deux Mondes*, after recounting the high handed exploits of a French sloop of war on the coasts of Anam and Tonquin in 1873, proceeds to congratulate his countrymen on the various advantages obtained, and on none less so than on the fact that they had outshone the English, and, as he appears to regard it beaten them with their own weapons. English pamphleteers, too, give vent to somewhat similar feelings from time to time, and draw graphic pictures of enterprising manufacturers and merchants on the one hand, and wealthy communities of Asiatic consumers on the other, rigidly chained up apart from each other by a remorseless Indian Government, while one of them (writing on the subject of "Overland Communication with China") pathetically asks his readers, "Must we wait for some Frenchman to make a way to China for us?"

In these circumstances it is gratifying to be able to state that the Government of India has recently resumed the question of Overland Communication with China, and has organized an expedition shortly to start hence to examine the ancient trade-route between Bamo and Tali-foo, and to report upon its adaptability to foreign commerce.

It must not be supposed, however, that because the question is now being raised it was therefore ever abandoned. It slumbered for a time during political complications; but a knowledge of the various stages through which the question has passed from the days when it first began to arrest the attention of the home public and Press will demonstrate clearly the difficulties of carrying out at once all that was desirable from a theoretical point of view, and also what steady progress has, notwithstanding, been made by persistently keeping the end in view and turning to account the few favourable circumstances that from time to time presented themselves.

To obtain this general view of the history of the question it is scarcely necessary to go back to the days, some 40 years ago, when Captain M'Leod and Dr. Richardson attempted, on various occasions, to induce the Chinese caravans to come down from Kiang-Hung to Moulmein, which was then the chief seat of British power in Burmah. At that time our political relations with both Burmah and China were on a widely different footing from those that have obtained of late years. Wars in both countries have been forced on the British Government by the suicidal policy of their respective rulers, and have resulted, in both instances, in treaties of commerce and navigation, the opening up of roads and rivers, and the spread of that material enterprise and enlightenment that is constantly seeking for new channels of advancement. Thus, in the case of Burmah, the King's dominions were, in the course of a few short years, transformed from a barrier against all foreign intercourse into a highway for commerce open to whoever chose to make use of it. The first to avail himself of this new condition of things for bringing the question of trade-routes to a practical issue was Dr. Clement Williams, the pioneer political agent in this country, who, in 1863, made a journey up the Irrawady to Bamo, and collected all possible information on the state of intercommunication then existing with Western China. His investigations showed that, whatever might have been the magnitude of the trade formerly existing (and it had been estimated to reach the sum of half a million sterling annually), it had then, and for some years previously, greatly fallen off owing to the routes being barred by the Mahomedan or Panthay insurrection that had broken out in Western Yunnan some eight years previously. But, although Dr. Williams reported this fact in an able despatch to Sir Arthur Phayre, he did not at the time appreciate the serious obstacle it put in the way of linking the trades of China and Burmah.

Shortly after the publication of Dr. Williams's experiences, we find Government in 1864-5 endeavouring to reach the Chinese frontier by what appears on the map to be a direct water road—the Salween—ready laid down by nature from the Chinese frontier to the sea-coast in British territory—a line so obviously suited to the requirements of a maritime trade as to commend itself to all, without further discussion, if only it could be proved to be navigable or to require but minor engineering operations to render it so. These conditions, however, were wanting, and Captain Watson and Mr. Fedden, of the Geological Survey, to whom the examination was intrusted, after inspecting a considerable section of the river and navigating a portion of it upon rafts, reported it unfit for all navigation up stream, and only practicable for rafts at detached intervals down stream. Their report describing the descent of the "practicable" portion of the river, where they were whirled through rocks and craigs at railway speed, and shot rapids that caused a platform raised high above the floating portion of the raft to be deluged with water, would be proof enough, were no other forthcoming, that the river was unsuited to commercial traffic. But other and irrisistible evidence of the general impracticability of the stream was supplied by the fact—long well known in local circles—that neither the native Shans nor the Chinese traders ever used the river as a means of transport, though they were in the habit of journeying along its valley, over rough and difficult paths, and would gladly have availed themselves of any less arduous means of travelling had nature provided it. Notwithstanding, the Salween has still advocates to urge its claims as a trade-route to China.

Subsequently to Captain Watson's expedition one or two minor explorations were undertaken in the same direction, but it was not till towards the close of 1866 that Government was induced to commence the survey of a line leading direct from Rangoon to the Chinese border at the Shan town of Kiang-Hung or Chei-li. The chief supporter of this route was, and still is, Captain Richard Sprye, to whose indefatigable exertions with the various Chambers of Commerce is perhaps mainly due the initiative taken by the Secretary of State (at that time Lord Cranborne) in sanctioning the survey of it. A simple trade-route was in this case never contemplated, and the survey commenced was designed for a railway. It was carried on by Captain Williams and Luard during the cold season of 1866-7, and reached to a point on the right bank of the Salween near Tong-hoo, in the extreme north-east of British Burmah, constituting 249 miles of direct distance from Rangoon. It was then suspended, as is the custom with survey operations in India, during the rainy season; but had the original intention been carried out it would have been continued during the next working season, and would probably have been completed to Kiang-Hung, a further distance of some 400 miles, at an additional estimated cost of about £9,000. A change of Government occurring about that time, however, but an end to the hopes of Captian Sprye, and to the expectations of those who wished to see the value of this much debated route finally set at rest, for all surveys for works not expected to produce immediate revenue were stopped, the Rangoon and China Railway among the rest.

In India there were many who believed that, apart from all physical considerations, a railway to the border of China could not be undertaken with any probability of success in a financial point of view, and who deprecated the policy of applying the resources of the country to the construction of railways in little known foreign territory, when so many lines were required for the development of our own revenue-paying districts in both Hindostan and Burmah, and who foresaw, moreover, the dangerous results of introducing railway works into the independent Shan States, whose so-called Governments could offer no sufficient protection to the interests involved within their own territory, and no guarantee against invasion from without. The leading object of reviving the trade between China and Burmah was, nevertheless, not lost sight of, and it now fell to the turn of the authorities in India to initiate, and partially to carry through, the more modest scheme of an organized exploration of the old road from Bamo to Tali-foo, with the object only of removing political obstructions and using whatever friendly influence might be found possible with the various tribes concerned towards rendering it practicable and secure for trading caravans. Though the Panthay rebellion in Yunnan still continued in 1867, relations with the King of Burmah were apparently on a peculiarly satisfactory footing, and it was thought that he was precisely in the frame of mind for improving the trade of his dominions, and therefore likely to support any exploring measures having this end in view. Major Sladen's expedition was accordingly set on foot; it proceeded across the Kachyeen hills to Momien, distant from Bamo some 140 miles and about half-way from the latter place to Tali-foo. Notwithstanding the professions of the King in favour of the enterprise, it was found immediately after starting that every kind of obstruction had been arranged beforehand, and that all the various hill tribes concerned had been influenced to thwart the progress of the party. Major Sladen was thus forced, in order to reach China at all, to communicate with the Panthay authorities and to take his party to their local head-quarters at Momien, in default of permission being granted him by the so-called Sultan to visit the capital, Tali-foo. The results of the exploration, comprising, as they did, satisfactory reports on the prospects of reviving the trade, on the engineering capabilities of the country traversed, and trustworthy information on the situation of the Panthays, were felt to be exceedingly valuable at the time, and it was believed that the ultimate success of these people in consolidating their power and establishing a permanent Government was so probable a contingency that it was only necessary to wait until it should become an accomplished fact to see the resuscitation of the former commerce and the pacification of the routes.

Events, however, were destined to terminate otherwise. During the greater part of 1869 the Panthays appeared to be gaining ground against their Chinese enemies, and victories, on more or less trustworthy authority, were from time to time reported to the authorities in Burmah. But during the next three years it became evident that they were gradually loosing their former conquests, and were being pressed harder and harder by their enemy from the North and East, who, with vastly greater numbers and resources, backed up by all the advantages of free communication with the open ports on the coast, and partially led by European officers, began to show their superiority of power, while events testified to the one-sided and hopeless nature of the struggle. City after city and fort after fort fell to the Imperialists, until, on the 10th of December 1872, an attack was commenced on Tali-foo, the chief stronghold as well as the capital of the Panthays, which resulted, on the 18th of January, 1873, in its capture, a general massacre of the inhabitants, and the execution of the leader, Tu-wen-sin, or Sultan Suliman, as he was styled among his own people. Thus, after 18 years of civil war, peace may be said to have been restored in the first months of 1873; for as early as the 2nd of August there appeared in the *Pekin Gazette* a decree announcing "the definitive suppression of the rebellion in Yunnan," and four days later, through the same medium, was notified the recovery of Teng-yue-chow (or Momien), while the Emperor took the opportunity to congratulate himself on the pacification of the whole of the Province.

It was then naturally felt that the conditions under which a resuscitation of the trade had been looked for had so essentially changed that it had become necessary to reconsider the subject from a fresh point of view, and, as it was thought much would depend on the course the Chinese might pursue, Her Majesty's Minister at Pekin was invited to lend his assistance in influencing that Government towards granting the necessary facilities for intercommunication. It does not appear that much was accomplished towards this end at Pekin, but the change of Government in February last brought back to the India Office the same Secretary of State who had so liberally ordered the investigation of the Kiang-Hung line in 1866. His restoration to office, as might be expected, revived the hopes of all interested in opening up Western China, and immediately drew forth from them renewed applications for Government assistance in solving the problem. These were not long left unanswered, for, consistently following up his former policy, Lord Salisbury began where he had left off during his previous tenure of office, and again sanctioned the completion of the survey of the Kiang-Hung line or that of any other which might be thought more eligible by the Government of India, the main object being to ascertain which of all the lines proposed it would be most expedient to endeavour to open up.

The first step necessary in order to carry any exploration beyond the Chinese border was to obtain the authority of the Pekin Government, and, strange as it may sound to those who are accustomed to regard that Government as the personification of all that is obstructive, this was obtained by the British Minister without difficulty, and full passports were readily issued for an official Mission to visit the capital and other cities of the Province of Yunnan, and to travel through the coast if desired. It may appear at first sight somewhat of a triumph to have obtained passports for entering China across the Western border, and that a great concession has in consequence been made to the British Government; but it must not be forgotten that, according to the Treaty of Tientsim, we have a right to travel throughout the interior of China, under a Consular passport issued at any of the open ports; thus, one could start from Shanghai or Canton, and, without any special permission from the Central Government, travel all through Yunnan as far as the Burmese frontier. Therefore, while our acknowledgments are undoubtedly due to the Chinese for acting in a spirit of reasonable friendship in refraining from the quibble of opposing access from the West on the ground that it is not provided for in the Treaty, still it is to be hoped, in the interest of any future demands upon them, that this friendly act will not be regarded in the light of a concession, or be allowed to act as a sop for staving of access to other parts of their dominions.

Of routes between this country and China, the only two in general use are the Bamo route, already partially known through the labours of Major Sladen and his party; and the direct land road leading north-east from the capital, Mandalay, through Thebo and Theinee across the Upper Salween to Shunning-foo. But little need be said of the former, as the *pros* and *cons* regarding it are well known to all who interest themselves in the subject, though the simple fact may be pointed out to those who fail to see its utility, and who scoff at the progress made by English influence there, that until four years ago, after the results of Major Sladen's expedition had been digested, no steamer had ever visited Bamo, and that during these four years the steam navigation has developed into an almost regular fortnightly service, which, during the year ending October, 1874, carried cargo to the value of about £200,000 to and from Bamo alone. This sum may not be considered large when compared with the trade statistics of the opposite side of the Chinese Empire, but, taking into account the small populations of the regions concerned and the desolating effects of the rebellion, it must be regarded not only as evidence of remarkable progress, but as evincing also a capability for development which so far has become an accomplished fact. That this progress is indirectly due to the Sladen expedition cannot be gainsaid; for mainly on the encouraging reports of that officer the political agency at Bamo was established, without which sufficient protection would not have been afforded to British subjects to admit of steamers plying there, and without the steamers the progress would have been small, indeed, as it would be easy to testify if necessary by taking a glance at the condition of foreign trade in other parts of Upper Burmah. Bamo, moreover, being practically on the borders of Burmah and China, and its small population consisting in great part of Chinese merchants, nearly the whole of its trade may be looked upon as direct trade with China, and not mere local traffic.

Of the Theinee route but little is known, no part of it ever having been explored. The means of transport along it are mules and pack bullocks, the former generally used by the Chinese in large caravans, and taking about 40 days to reach Shunningfoo, while the latter are almost entirely employed by the Shans in comparatively small parties. Pack bullocks travel at a much slower rate than the Chinese mules. It is essentially the road for the local trade—(chiefly tea and copper) of this capital, and is still, as it has always been, in the hands of the Yunnan Chinese, while the Bamo trade is now carried on principally by Cantonese and Chinese natives of the British Straits Settlements, who have found their way in large numbers to Upper Burmah by way of Tenasserim, Moulmein, and Rangoon. The mule caravans perform their journies only during the dry season or winter months; but as a single caravan frequently consists of 3,000 or 4,000 mules, each of which carries a load about 170 lbs., the trade is by no means an insignificant one, and if statistics were attainable it would probably be found to run the Bamo route very close. Besides these two lines in general use, there is a third occasionally frequented by small parties of both Chinese and Shan traders who wish to reach the more southern parts of Yunnan, and who have their own means of transport ready at hand, for little or none is procurable on the way. This line leads from Mandalay in a south-easterly direction across the Nattick pass to Legya, and thence to Chie-lior Kiang-Hung. The road is described as physically difficult and but little inhabited, though perfectly free from all danger of marauding bands of extortionate tribal chiefs; and I have lately made the acquaintance of some Panthays who are preparing to return by that route through to Yunnan-foo during the present dry season. On their part this is probably little better than an experiment; but if any advantages are found to exist, no doubt others will follow their example.

As regards the forthcoming expedition, I have already shown that the chief obstacle to all intercourse with Western China, the Panthay war, is now no more, and that we are consequently on a more satisfactory footing with regard to that country than we have ever before been; indeed, for the first time since the existence of the treaties now in force with Burmah and China the roads are clear, and intercourse is politically possible. The opportunity was accordingly seized to ascertain the relative value of the different routes and preparations were made for despatching a party by the Mandalay and Theinee road to penetrate to Yunnan-foo and return by way of Tali-foo and Momein to Bamo. No account, however, had been taken of the personal suspicions of the King of Burmah, and on His Majesty raising a plausible objection, the Government of India, at the last moment, abandoned the first part of the programme, choosing to postpone the examination of the Theinee trade road rather than act otherwise than with deference to the royal desire. The Bamo route, then, alone remained to be taken in hand, and, as matters stand at present, the mission will proceed by it to the provincial capital of Yunnan, and endeavour to work out the problem of establishing a direct trade road in concert with the Chinese authorities there.

The party will consist of four officers and a somewhat numerous native following designed less for any materially useful object than for the purpose of adding to the *prestige* of the Envoy and of maintaining the traditional splendour of Indian missions. The command has been intrusted to Colonel Horace Browne, of the Bengal Army, an officer of long experience in the British Burmah Commission, and a distinguished Burmese scholar. He will be accompanied by Mr. Ney Elias, the well known explorer in China and Central Asia, and now in the service of the Indian Foreign Office as second in charge; by Dr. John Anderson, the able naturalist and historian of Major Sladen's Expedition, in 1867-8, and by Mr. Augustus Margary, of the China Consular Service, who will assist the Envoy in his negotiations with the Chinese authorities. The start from Bamo, it is thought, will be made towards the end of December, and though everything so far looks auspicious for the movements of the mission in both countries, still it can scarcely be anticipated that no difficulties will arise from one source or another. Native rumour sufficiently absurd in itself, already indicates in what direction suspicion has been aroused, and, unfounded though it may be, it carries all the force of fact to the Asiatic mind, and will lose none of its weight by being spread beforehand along the path of the expedition by the influential Burmese officials composing the King's Embassy to Pekin, just now on the point of starting from Bamo. I have no wish to anticipate obstacles, but the circumstance of the Burmese Embassy immediately preceding the British mission is a matter seriously to be taken into account in attempting to estimate the possible success, not of the mere movements of the latter but of the solid results it is designed to attain; for, slight as may be the influence exerted by Burmah upon the Chinese Government under ordinary circumstances, yet when added to the natural wariness of the local officials, heightened by the promptings of the provincial merchants, who have vested interests in the Overland trade, it would require little to convert any reasonably friendly attitude they might be inclined to assume into one of cold unconcern, if not of passive resistance. But, indeed, in any case—even should difficulties of this kind not be experienced—no sudden extension in the commercial relations with Western China should be looked for as the immediate result of the mission; above all, there should be no sanguine expectations of that brilliant revolution in the trade of the East which forms so favourite a theme with the pamphleteers and projectors. The operation known to these gentlemen as "tapping the resources" of a country is, in the case of a vast rough-hewn inland region, half devastated by civil war, such as Yunnan, a matter for tentative measures and gradual accomplishment, which no efforts unattended by time are likely to bring about, while the growth of an external trade with such a region is a process of natural development that may be fostered and guided into certain congenial paths by judicious treatment, provided nature has supplied the necessary elements to work upon, but which otherwise can no more be created by an arbitrary agency than a new animal or vegetable species can be created by the art of the breeder. Let Colonel Browne's mission, then, be viewed in the light of an undertaking designed to redeem and present to the world the ready-made creature of the imagination of the enthusiasts, and certain disappointment will follow; but, on the other hand, limit the standard of its aims to collecting trustworthy information, and to sowing the seeds for a future harvest, and a fair amount of success may be confidently predicted from its labours.

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EAST AFRICAN SLAVERY.

(*Daily Telegraph.*)

The subjoined letter to his mother, from a blue-jacket serving in H.M.S. Vulture, has been placed at our disposal for publication, and will be read with interest for the simple but striking picture it draws of the infamous trade in slaves:

Aden, Dec. 6.

Dear Mother and Father—I now have the pleasure of writing these few lines to you, hoping they will find you in good health, as, I am happy to say, this leaves me at the present, thank God for it. Dear Mother, now I will give you the full particulars of that large slave dhow that we captured off the coast of Madagascar on the 11th of August 1874. As we were cruising along the coast of Madagascar, in the morning, towards Majunga, a sail was reported by the masthead man standing on in the direction of our port. There was very little wind for her at that time, so we went jogging along about four knots for about two hours; then, finding she was not visible from deck, we increased our speed to six knots. Not that we had any suspicion about this dhow more than the hundreds we already had boarded only to find them legal traders, until at length we had become sceptical as to the existence of any traffic in slaves being carried on in dhows at all. Our gallant captain made it a rule never to allow a dhow to pass without steaming round her, and speaking to her, which is all we can do with the dhows that carry the French flag. At last she could be seen from the deck. The glass made her out a very small sail, and our interpreter's belief was that she was a fishing boat; but, as we closed upon her, she appeard not to like our looks, and very soon spread a larger sail, which was rather suspicious; but as legal traders often change their sail to suit the force of wind, we did not feel any particular excitement about her. But when she was about six miles off, and we were just abreast of Majunga, our captain took another look at her to make up his mind whether she was sufficiently suspicious to warrant his going out of his way after her, and thereby waste coal, if she only turned out what she was strongly believed to be, one of a numerous class of vessels trading to Madagascar from the neihgbouring islands for cattle, the Madagascar beef being much prized in these quarters. Fortunately our captain decided to keep to his rule and go after her, which we accordingly did full speed, and by one o'clock were close upon her. Our interpreter hailed her to lower her sail. On her poop were forty Arabs, and no slaves were visible. "She is only a cattle and a passenger boat, said every one; but as the sail came down some fancied they saw a few small boys on the lee side of the sail. "Lower the dingy and go on board, Mr. Hamilton, and if you find any slaves on board hail the ship, and I'll send you a hawser." A few strokes of the oars placed the boat alongside the dhow, and up sprang our officer, followed by the interpreter. All was suspence on board the Vulture, for by this time it was half believed that she was a slaver. Soon was heard the exciting cry "She's a slaver, sir." Three hearty cheers were given by the Vulture's crew. "How many has she on board?" inquired our captain. "They say two hundred, sir." Another cheer was given by our men. "Send the dingy for the hawser." Plenty of willing hands passed the hawser in the boat, and in a few moments the dhow was hauled alongside on our starboard quarter. Then began that sickening task of transferring the poor captives from the dhow to the ship. I must say I never saw men more noble in my life. Even the constitutional grumblers forgot their complaints, and came forward to assist in carrying the weak and helpless creatures from their prison. So cramped and emaciated were they that some could not walk without assistance, and most of them had to be carried in the arms of our men. Tenderly and carefully did these strong, rough fellows bear their hepless burdens, all covered as they were with filth, the accumulation of their long imprisonment in the pestilential hold. Now and then a baby came to some one's share. There were seven on board, and as the little ones were borne along they opened their eyes with wonderment. One of these babes was born on board the dhow, and another lost its mother in that short but fatal voyage. Those who had suffered most were children, whose ages ranged from three to seven years of age. These had evidently been unable to hold their own against the stronger ones in the scramble for food which must have taken place in the dhow at feeding time. The stronger thrived, while the weaker starved. Of the 137 children at least 30 were at death's door, and about 30 more were nothing but skeletons. It is almost certain many of these had scarcely tasted food during their imprisonment in the dhow. In they poured a living stream until our decks were covered with a black mass of human beings of all ages, including women so old that it is difficult to understand what object these dealers in human flesh could have in shipping such worthless articles for the slave market. At last the stream stopped. "They are all out of the dhow, sir," replied our jolly tars. "Have another look, and make quite sure," said our gallant captain. Well was it they did, for in a dark corner of the hold, buried all but her head in the sand which the dhow carried for ballast, lay a poor old woman. She was dug out and borne on board. It made the blood tingle in our veins to think these Arabs could be so inhuman. In the meantime the Arabs had been sent on board; but these had suffered no privations, and were able to walk, and as they came over the side the ship's corporal and corporal of marines stripped them to search for arms or money. Nothing being found, they had their clothes returned, and were marched on to the poop, and placed under a sentry's charge to wait until they could be turned over to the tender mercies of the Sultan of Zanzibar—a fate they dread very much. There were two women on board who seemed past hope of recovery—the one that was dug out of the sand, and another with an infant in her arms, or rather at her back, as these people carry their children. Several others appeared to be unable to recover from the cramped posture they had been kept in so long a time. The greater part were suffering dreadfully from diarrhœa; 41 men, 59 women, and 137 children were taken out of the dhow from between her decks, where they packed, unable to move for the whole voyage. The women and children appeared to have received some care. In fact, I believe these are the more profitable portion of the cargo—at least the young and good-looking. We found in every prize that the young women had been well fed, while the men and boys had been starved. Our first care was to remove the filth with which they were covered. Those that were able to bear it passed under the steam-hose. The few rags they had on were taken away as they entered the stream, and as they passed out dry coverings gathered hastily from the officers and men, such as sheets, towels, shirts, flannels, &c., were wrapped arround them. Warm water and soap did the same with the weaker ones. Dear mother, if England had seen this, she would have felt proud to see with what gentleness her hardy tars handled these poor creatures, for the poor slave just taken out of the dhow is the most helpless of creatures. By the time we got them all washed the food was ready for them, and we made them sit down in circles of from twelve to twenty. Large bowls of boiled rice and beans were placed in the centre of each group. This was a signal for the most dreadful din: each, fearing his or her neighbour would get a larger share, crammed mouth and hands, fighting, squalling, crying, and shouting being carried on all the time until the dishes were empty. It showed what must have been the state of things in the dhow, where they had no room to portion them off, and still less would the lazy Arab disturb himself to see justice done to each. The sick were cared for by the doctor and his attentive sick-bay man, assisted by all the officers. Preserved milk, port wine, brandy and water, preserved fowl, &c., were pressed upon these suffering ones, who were almost too far gone to care for anything except to be allowed to die in peace. Now, dear mother, the night coming on, a more difficult task had to be gone through. How to sleep these 237 was a question of some difficulty; for the night sea air was too much for them. We could not allow them down on our lower deck, where we sleep, putting aside the fact that our small ships cannot sleep all their own crew below in this climate, and still less so large an addition as was now on board. The filthy habits of these poor savages made it impossible to sleep them anywhere but on the upper deck, where plenty of water could be used for washing down. We made them lie close to each other, and sails were covered over them, and screens were hung up around, and the awning covered in over the top of all. Everything that could be thought of was done for their comfort. Dear mother, our ship anchored for the night off Majunga, the dhow secured astern and I can assure you that none of us will forget that first night. Sleep was out of the question. The groans and cries were most heart-rending, making us feel how utterly incapable we were to cope with so much misery and sickness with the limited resources of a small man-of-war. The doctor and his assistant were up all night. At last morning came, and we weighed anchor and proceeded into Majunga to purchase, if possible, some more covering for these poor captives, and also to inquire if there were any orders for our ship. Sufficient calico was laid in to give each another fit-out, and as what they had worn during the night was unfit for further use until it had been washed each one had to pass through the same cleansing process as the night before. The warm sun, clean clothes, and decks washed down made things somewhat more cheerful, still there were ample signs of suffering to make one abhor this inhuman traffic and the cruel way in which it is carried out. Dear mother, our doctor went round and separated all the sickly ones for his especial care, leaving the strong to the care of our officers and men. The mail steamer was at Majunga, having on board two English missionaries bound for England. They came on board by the invitation of our captain, and expressed themselves grateful at having had such an opportunity of seeing for themselves the horrors of the slave trade. We only remained two hours and then proceeded southward to pick up our first lieutenant and two boats. Finding the dhow too heavy a drag on our speed, and finding it impossible to tow her into port we burnt her at sea. Next day we came upon our two boats, and then retraced our course, shaping for Passendava Bay, where our other two boats were ordered to cruise. On Sunday afternoon we sighted them, hoisted them up and then stood away for Seychelles. Cold nights and exhausted frames told upon our poor captives; fifteen passed away, in spite [illegible] every care, before we had completed half our voy[illegible] to Seychelles. Dear mother, our nights were ag[illegible] of horror, for in addition to the cries and nigh[illegible] the stench filled every part of our ship, groan[illegible] most sickening; the days were generally and wa[illegible]d, though we tried to put the best face on warm, a[illegible]ry one wished most devoutly that the ship thing, ev[illegible]ily arrive at Seychelles. The Lord tempers would spec[illegible] the shorn lamb. Had we had rain and the wind to[illegible] death rate would have been much cold days, th[illegible] remaining half of our journey was per[illegible] greater. The [illegible] more favourable circumstances. The formed under [illegible] just outside the harbour of Seychelles anchor was let go [illegible] 22nd. Two more deaths occurred at midnight on the [illegible] total of seventeen the whole trip. that night, making a [illegible] 23rd, at daylight, we weighed On the morning of th[illegible] into the harbour, where we anchor, and proceede[illegible] Dr. Brooks, the Health Officer, found H. M. S. Thetis. [illegible] ting us pratique, we landed paid us a visit, and, gran[illegible] and handed them over to the whole of our passenge[illegible]. One infant died as they the authorities of Seychelle[illegible] ath among the children. landed, making the sixth d[illegible] ed of were landed in a The two women most despai[illegible] the slaves on board much-improved state. We ha[illegible] twelve days.

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.

HEAD OFFICE PARIS.

SUBSCRIBED and PAID-UP CAPITAL £3,200,000
RESERVE FUND .... £ 800,000

LONDON BANKERS: THE UNION BANK OF LONDON.

CURRENT DEPOSITS.

INTEREST is allowed at TWO PER CENT. per annum on the minimum monthly balances up to Rupees One Lac.

Terms for other Deposits may be obtained on application to the Bank.

Hours of business from 10 A.M. to 3 P.M., and on Saturday's from 10 A.M. to 1 P.M.

14, Rampart Row, W.

NATIONAL BANK OF INDIA (Limited)

CURRENT DEPOSIT ACCOUNTS.

Interest is allowed on Current Deposit Account at 2 per cent. per annum on the minimum monthly balances up to Rs. 1,00,000, but no Interest will be allowed on balances under Rs. 1,000.

FIXED DEPOSITS.

The Bank receives Money on Fixed Deposits and allows Interest thereon as follows:—

On Deposits, subject to 6 months' notice of withdrawal, 4 per cent.
Do do 12 do do 5 „

EXCHANGE.

The Bank negotiates and collects Bills payable in London Calcutta, Madras, and Hongkong. It also grants drafts on London and on its Branches and Agencies at the Current Rates of Exchange.

By order of the Directors,
WM. A. BAKER, Manager.

Bombay, 17th October 1873.

HOTELS.

MATHERAN.—The CLARENDON HOTEL is OPEN to VISITORS. Accommodation First-class, and for Ladies there are separate Bungalows attached to the Hotel which command beautiful views of Bombay and Matheran.

TERMS—MODERATE.

WINES, SPIRITS BEER, &c.,

FOR SALE.—OTARD DUPUY & Co.'s COGNAC, Rs. 18 per dozen.
This Firm stands 4th on the List of Brandy Exporters.
VINAY & Co.

PRICE LIST of WINES, &c., for SALE at the GODOWNS of the Undersigned:—

CLARETS—Chateau de Frauds	...	Rs. 14	per doz. qts.
Vray Canon	...	„ 18	„ „
Chateau Leoville	...	„ 22	„ „
Chateau Lafite	...	„ 26	„ „
STILL HOCKS—Laubenheimer	...	„ 15	„ „
Liebfraumilch	...	„ 20	„ „
Steinwein	...	„ 20	„ „
Marcobrunner	...	„ 25	„ „
CHAMPAGNE—Carte Blanche, at		Rs. 25	per 1 doz. qts.
Ditto		„ 26	per case of 2 doz. pts.

Just landed ex Steamer Pollux.

DREHER'S BEER—Doppelmaerzenbier... Kronenbier .... } Rs. 6 8 per dozen. in cases of 3 dozen each.

VOLKART BROTHERS,
Rampart Row.

Bombay, 1st December 1874.

WINES for SALE, at the Godowns of the Undersigned, No. 3, Church Lane:—

SHERRIES—J. Cockburn & Campbell's, at	Rs. 21, Rs. 24, and Rs. 25	per dozen.
R. R. Mege & Co.'s Red Seal...	„ 20	„
Do. Vino de Pasto	„ 29	„
J. Sandbach & Son's ...Rs. 17 &	„ 24	„
Carbonell & Co.'s Black Seal...	„ 24	„
M. P. Guimaraens & Son's superior old Pale Dry	„ 26	„
POT CARBONELL	„ 24	„
CHAMPAGNE—Ruinart pere and fils......Pts.	„ 23	„
Do. ....Qts.	„ 45	„
Do. Magnums.	„ 88	„
Arthur H. Browning's...Qts.	„ 30	„
J. Sandbach and Son's ...	„ 20	„
Do. do. ......Pts.	„ 11	„
CLARET—R. R. Mege & Co.'s St. Estephe.	„ 14	„
Do. Margaux ...	„ 17	„

Also, Messrs. PLASKET & Co.'s WINES, formerly consigned to Messrs. ANTROBUS & Co.:—

SHERRY, ...	Rs. 25	per dozen.
Ditto	„ 15	„

EWART, LATHAM, & Co.

Bombay, 21st August 1874.

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Bombay, 17th March 1875.

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BOOK-BINDERS' SAW-BENCH.—This Machine is for sawing the backs of Books; and it is arranged for foot or steam power. Price Rs. 175, including seven Circular Saws and various-sized Washers for changing every quarter of an inch.

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SECOND-HAND STEAMER BLOCKS AND SHIP BLOCKS.

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THE INDIAN TRAVELLERS' GUIDE FOR MARCH, 1875.

PRICE—EIGHT ANNAS.

With a New Coloured Map.

CONTAINING, besides the other usual information, the latest alterations in the Time Tables of the several lines of Railway, and in the running of the Local Trains between Bombay and Bandora.

We would draw particular attention to the important changes, in the Times of the Arrival and Departures of the G. I. P Railway Trains from Bombay.

The GUIDE, having a large circulation amongst Travellers, by Rail and otherwise, is a most effective medium or Advertisements.

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Ootacamund	"Observer" Office.
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ORIENTAL GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

FOR EUROPEAN AND NATIVE LIFE ASSURANCE, ENDOWMENTS, ANNUITIES, AND PENSIONS.

Rates, Features, and Conditions that cannot be obtained from any other Company in India. Particularly favourable for Military men.

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THE POSITIVE GOVERNMENT SECURITY, LIFE ASSURANCE COMPANY LIMITED.

CHIEF OFFICES:—53, BEDFORD SQUARE, LONDON.

THE NEW SYSTEM OF RESERVING AND INVESTING FOR POLICY HOLDERS IN GOVERNMENT SECURITIES THE ENTIRE NETT PREMIUMS.

THE ONLY EQUITABLE SYSTEM OF LIFE ASSURANCE.

BOMBAY OFFICE:
TREACHER'S BUILDING.

This Company has passed the probationary period of development, and has now become a well established Office, doing a larger business than was ever before transacted in the same period of time by any Life Assurance Institution and on the 31st October 1874, possessed a current annual premium income of over £42,000.

THE GREAT QUESTION OF THE DAY IS—
How can I Assure my life with a certainty of the policy being paid at death.

THE ANSWER IS SIMPLE—

Only let the nett premiums be reserved and invested at compound interest, exclusively to meet claims under policies, and the fund will so rapidly and enormously accumulate as to make the provision for payment as certain as is death itself.

AN EMINENT ACTUARY SAYS:

"To make the system of Life Assurance complete, it has yet to be recognised that an Assurance Society is, in its very essence, less a trading company for profit to shareholders than an institution with purposes of trust for policy-holders, the trust being to receive and husband the premiums till such time as, by the discharge of the member's claim, the trust is ended as far as such member is concerned. To this end it should be enacted that every office shall each year put apart in a 'Trust Fund' a proper proportion of its annual premiums, to meet assurance risks and claims only, and not to be touched in any way for expenses, which, if need be, should come out of the shareholders' capital. The Trustees of the Fund would take care that it is productively invested, so as to obtain the best rate of interest consistent with safety."

This is exactly the system adopted by the "Positive," the entire nett premiums being invested at compound interest in trust for policy-holders, and hypothecated exclusively for the purpose of paying claims under policies. The investments are made, in England, in Consols yielding interest at the rate of about 3½ per cent. per annum; in India, in Indian Government Securities, yielding about 4 per cent.; in Canada, in Dominion Stock, yielding fully 5 per cent.

POLICY HOLDERS IN THE "POSITIVE" HAVE THREE DISTINCT LINES OF SECURITY:

1. The Guarantee Fund of over £51,000 Consols (one-fifth of the paid-up capital).
2. The Nett Premiums invested at compound interest as above.
3. The Capital and other Property of the Company.

THE POLICY HOLDERS' FUNDS AMOUNTED, ON THE 31ST OCTOBER, 1874, TO OVER £125,000.

(Accumulated since commencement of Life business in 1872.)

FURTHER ADVANTAGES OF THE POSITIVE SYSTEM.

POSITIVE POLICIES ARE UNCONDITIONAL, INDISPUTABLE, AND NON-FORFEITABLE.

1. Unconditional, being free from conditions of every kind restrictive of the assured, except the due payment of premiums.
2. Indisputable, as no objection can be raised on any ground after the Policy has been issued.
3. Non-forfeitable, because every premium purchases a fully paid-up Policy, or Positive note, for the relative proportion that the premium bears to the sum assured, which Positive note never lapses, but remains in force till death, whether subsequent premiums are paid or not.

SURRENDER VALUE AND NEGOTIABILITY OF POSITIVE NOTES.

The Positive note is a negotiable document, payable "to bearer," and bears a cash value of 40 per cent. of the premium paid, which may be obtained at any time on surrender of the note, without forfeiting the balance of the sum assured, or may be taken as a loan bearing interest. The cost of probate or legacy duty is avoided by the Positive system.

PROSPECTUSES, AND ALL INFORMATION REGARDING THE COMPANY, MAY BE HAD ON APPLICATION TO

GADDUM & Co.,
Agents for Bombay, Treacher's Building.

UNIVERSAL LIFE ASSURANCE SOCIETY.

Established in London and Calcutta 1834.
Confirmed by Special Act of Parliament, 6, William IV., Cap. 54

Subscribed Capital .... £ 500,000
Paid-up Capital .... £ 50,000
Invested Capital, accumulated assets ......Rs. 9,677,090

Of which Thirty-three Lakhs are invested in Indian Government Securities.

LONDON OFFICE—No. 1, King William Street.

BOMBAY BRANCH.

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John Macfarlane, Esq. | and
Frank Jefferson, Esq. | F. A. Owen, Esq.

AGENTS—Messrs. Forbes & Co.
MEDICAL REFEREE—Dr. H. Cook.
SOLICITORS—Messrs. Rimington, Hore, and Langley.

After the operation of upwards of 39 years, the Directors feel entitled, with great confidence, to invite the attention of the Public to the marked success which has attended this Society, and the strong claims it possesses to the confidence and support of all classes desirous of effecting Assurance on Lives.

Combining the advantages of a mutual and proprietary Company, and without attempting a rash competition with other offices, it has pursued a steady progressive course, affording all the benefits which, consistently with the Security to Assurers and Assured, can possibly be given.

The Tables of Rates for India have been accurately calculated from the Records of the late East India Company, and are as moderate as is consistent with perfect security.

The total number of Policies issued from the commencement of the Society to the end of the year 1872, was 10,910, assuring	£9,717,589-15-11
And the amount of claims paid during the same period was	£1,992,449-12- 0
The Assets of the Society in England and India on the 1st December 1872 were...	£967,709- 3- 5

of which Thirty-three Lakhs are invested in Indian Government Securities.

A reduction of 50 per cent. on the Premia of Policies entitled to participate in the profits was declared on the 14th May 1873.

So that the Annual Premium of an Individual insuring on the Profit Scale at the age of 30, in the sum of Rs. 10,000 would be, at the Civil rate	Rs. 480 0 0
And after 5 years he would be entitled to a reduction of 50 per cent. for Profit	„ 240 0 0
Net Annual Premium...	Rs. 240 0 0
Or at the reduced English rate...	Rs. 246 0 0
Less 50 per cent. as above...	„ 123 0 0
Net Annual Premium...	Rs. 123 0 0

No Society, Mutual or Proprietary, with rates of premium so low as those of the Universal, and retaining so ample a Reserve for its Liabilities, has been able to afford larger advantages than these to its Assured.

The Rates for short terms are as low as those of any other Assurance Companies. Medical referees are remunerated by the Society by a honorarium of Rs. 16.

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1st.—Perfect Security combined with the utmost Liberality and Economy in Rates of Premium.
2nd.—No Liability of Partnership.
3rd. Lives below the Ordinary Standard of Health, or afflicted with Gout, Rupture, or other Ailment not immediately dangerous, may be assured at a moderate increase of the usual rate in proportion to the extra risk.
4th.—Assurances may be effected on Participating Scales, entitling to Profits; and on non-Participating Scales, viz., without Profits, at reduced Rates, for short periods or for the whole Term of Life.
5th.—Stamp Duty on all Policies paid by the Society, without charge to the Assured.
6th.—All Medical Fees, including those of the Medical Referee named by the Society, and of the Society's own Medical Examiners are paid, by the Society, except in cases of Assurances for a short term under Rs. 5,000, when the Medical Fees shall be paid by the Assured.
7th.—All claims paid within three months after satisfactory proof of Death, or earlier, under discount.
8th.—One Calendar Month, as days of Grace, allowed for payment of Premiums, and Claims Paid should Death occur within that period upon tender of the Premium within the days of Grace, or deduction of such Premium, with Interest, from the sum Assured, claimed upon Death.
9th.—Policies allowed to lapse, may be revived within three months of the Premium becoming due, on proof of good health and payment of a small fine, and within six months, at the discretion of the Board.
10th.—Policies, upon which the Age has been admitted, indisputable, except on the ground of Fraud.
11th.—Policies on Lives in India for the whole Term of Life which have been in force for the full period of three years, are purchased by the Society, or Loans granted thereon to the extent of two-thirds of their estimated value.
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ESTABLISHED 1710.

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THE TRANSATLANTIC (and re-insurance) INSURANCE Co., CAPITAL ... „	9,000,000
THE BATAVIA FIRE INSURANCE Co., CAPITAL .... „	3,000,000
THE SAMARANG FIRE INSURANCE Co., CAPITAL .... „	2,000,000

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THE REINISH WESTPHALIAN LLOYD MARINE INSURANCE Co, CAPITAL „	3,000,000
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THE SAMARANG MARINE INSURANCE Co., CAPITAL .... „	2,000,000
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VOLKART BROTHERS, Agents.

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FOR BOTH FIRE AND LIFE.

AUTHORISED CAPITAL—£2,000,000.
SUBSCRIBED CAPITAL—£1,798,000.

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Settlements made with the utmost despatch.

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IN ADDITION IT POSSESSED

A General Reserve amounting to £130,000, being considerably more than sufficient to provide for all running Fire risks. It will thus be seen that in point of security

QUEEN POLICIES ARE UNSURPASSED.

The Company has paid
IN SATISFACTION OF CLAIMS, £1,348,314.

Under late arrangements, Policies are issued by this Company with special advantages on Civil and Military Lives: full particulars regarding which will be supplied, on application, by

LAWRENCE & Co.,
Agents in Bombay.

ROYAL INSURANCE COMPANY.

CAPITAL—£2,000,000 STERLING.
FUNDS INVESTED EXCEED £2,400,000 STERLING.

The "Royal" has never amalgamated with any other Company and the liability of its Shareholders is unlimited.

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Fire Premiums for 1852............ £ 76,925
Do. 1862............ £300,690
Do. 1872............ £816,383

POLICIES covering risks on Merchandise and Buildings in BOMBAY and MOFUSSIL continue to be granted by the above Company through their Agents. Detached Bungalows and Household Furniture, both in Bombay and in the Mofussil, insured on very favourable terms, coals on the bunders also covered.

LIFE BRANCH.

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ANNUAL PREMIUM FOR CIVILIANS TO ASSURE Rs. 1,000.

AGE NEXT BIRTHDAY.	FOR THE WHOLE TERM OF LIFE.		FOR A LIMITED NUMBER OF YEARS.	
	With Profits.	Without Profits.	One year.	Seven years.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.
20	38 7	30 0	21 1	22 0
25	41 8	32 13	23 2	24 10
30	44 10	35 15	26 1	27 5
35	48 6	39 8	28 10	29 10

The reduction of premiums to European rates begins from the rate at which the assured leaves either Alexandria or Port Said or Europe.

CAMPBELL, MITCHELL & Co.,
Agents, Royal Insurance Company.

Bombay, 15th Dec. 1873.

THE STANDARD LIFE ASSURANCE COMPANY.—Established 1825.

With which is now united
THE COLONIAL LIFE ASSURANCE COMPANY.

COLONIAL AND FOREIGN ASSURANCES.

An Amalgamation having been formed between the STANDARD LIFE ASSURANCE COMPANY and the COLONIAL LIFE ASSURANCE COMPANY, the business of the United Companies will henceforth be conducted under the title of

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THE ANNUAL REVENUE of the Standard Company is now upwards of £710,428, and the Accumulated Funds amount to upwards of £4,284,648 sterling. The New Business transacted during the past year amounted to the large sum of £1,110,347 sterling, the corresponding Premiums amounting to £38,532 per annum.

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LOCAL BOARDS and AGENCIES in India and in all the British Colonies, where every facility will be afforded in the transaction of business, and where Premiums may be received and Claims paid.

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CHURCH OF ENGLAND ASSURANCE INSTITUTION.

CAPITAL—ONE MILLION STERLING.

A List of Proprietors periodically enrolled in the High Court of Chancery.

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The highest attainable economy has been afforded to Policy-holders by means of an entirely new set of Tables computed for the especial use of the Indian Branches of this Institution.

No labour or expense has been spared in the construction of these Tables; and the Directors have much gratification in directing attention to them, being confident that they will meet the views, and satisfy the expectations, of the Assuring Classes in India.

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Policies are issued by which these may be secured, and at the same time a surviving family be protected in the event of premature death.

ASSURANCE BY PERMINATING RATES OF PREMIUM.

Under this system Assurances can be effected for the whole term of life, the annual premia for which cease after a given number of years.

FREE POLICIES.

Assurances by this system can never altogether be forfeited by non-payment of Premia.

No extra charge for sea passage.
Reduction to European rates without medical examination.
Premium may be paid annually, half yearly, quarterly or monthly as desired.
Parsees and Armenian lives insured.
For detailed Prospectus, &c., apply to

REMINGTON & Co., Agents.

Bombay.

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BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operation of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctor's bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well-fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.*

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Made simply with boiling water or milk.

Sold only in ½-lb. and 1-lb. tins, labelled thus:—

JAMES EPPS & Co.,
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